

IF YOU
Make Your Sight Normal
YOUR HEALTH WILL
BE IMPROVED.
N. LAZARUS
OPHTHALMIC OPTICIAN.
25, Queen's Road Central, Hongkong

The China Mail.

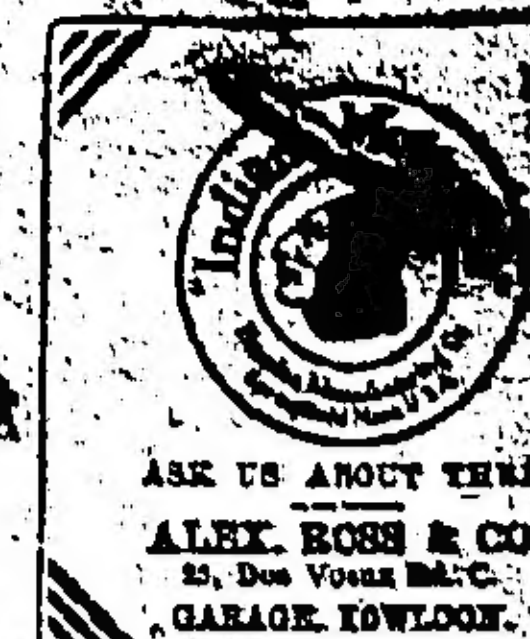
ESTABLISHED 1842

April 10, 1920, Temperature 63.

Rainfall 0.00 inch.

Humidity 70.

April 10, 191, Temperature 54.



No. 17,921.

六拜禮

號十月四年二一〇九一英

HONGKONG, SATURDAY, APRIL 10, 1920.

日一十月 申庚九歲年九國民華中

PRICE \$3.00 Per Month

BUSINESS NOTICES

W. S. BAILEY & CO., LTD.
ENGINEERS and SHIPBUILDERS,
HOK UN-KOWLOON.
Marine and Land Engineers, Boilermakers,
Founders, Motor Boat Builders.
HARBOUR REPAIRS CALL FLAG "L".
SOLE AGENTS FOR "KELVIN MOTORS".
Motors from 15 H.P. to 80 H.P. new in stock also spare parts.
TELEPHONES:—Works: K.51; Manager: K.329; Harbour Engineer: K.130;
Works Supt: K.410.
TELEGRAMS:—"SEYBOURNE."

DRAGON MOTOR CAR CO.
(THE EUROPEAN GARAGE).
CARS FOR HIRE IN HONGKONG AND KOWLOON
Agents in South China for—
Hudson, Essex, Dodge Brothers and Siddleley-
Armstrong Motor Cars, Denby Motor Trucks
and U. S. Tyres.
GARAGE AT 24 DES VORUX ROAD. TEL. 482. GARAGE AT 25 NATHAN RD. KOWLOON

WATSON'S
effervescing
LIVER SALTS

taken in the morning will quickly relieve
that slight derangement and impart a
feeling of health, vigour and exhilaration.

A. S. WATSON & CO., LTD.,
The Hongkong Dispensary.

YEE SANG FAT CO.
RAIN COATS
Guaranteed Waterproof.

FOR LADIES

\$8.00 to \$25.00, e

FOR GENTLEMEN

\$7.50 to \$30.00, each

FOR CHILDREN

\$5.50 to \$20.00, each

RUBBER OXER SHOES

\$2.25 to \$2.50, a pair

YEE SANG FAT CO.
Corner of Queen's Road & D'Aguiar Street.

Diss Bros
ALEXANDRA BUILDING, HONGKONG. TEL No. 2843.

DONNELLY & WHYTE.
WINE MERCHANTS.
TEL No. 635.

A WELL-KNOWN FACT
CAMPBELL MOORE & CO., LTD.
ARE THE ONLY
EUROPEAN HAT DRESSERS
IN THE COLONY.
SPECIAL LADIES' SALOON
HONGKONG HOTEL BUILDING

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

THE RUHR QUESTION.

AMERICAN OPINION WANTED.

WASHINGTON, April 8.
The French Ambassador has presented Mr. Colby a note from the French Government, requesting the American Government to express an opinion on the French occupation of German towns. It is officially stated that no statement is likely to be made, but it is generally understood that America has no objection to German troops entering Ruhr, provided that they are withdrawn as soon as normal conditions have been restored.

AERONAUTICS.

Lieuts. Pater and Macintosh, on their way to Australia, landed at Moutain on uneven ground, damaging the machine. They will be delayed some days.

NAVAL BASE FOR FRISCO.

WASHINGTON, April 8.
The Naval Committee of the Senate has voted in favour of a deep water naval base in San Francisco Bay.

AMERICA SURPRISED.

WASHINGTON, April 8.
The news of the occupation of Vladivostok completely surprised American officials. The opinion is unofficially expressed that it was probably due to a threatened rising of extremists which might endanger the Japanese military base.

WORRYING WOMEN.

WASHINGTON, April 8.
Two more women have been arrested for picketing at the British Embassy. All were released on \$1,000 bail each. Considerable interest is shown in the arrest of two women on a charge of assaulting the pickets. One of these is Miss Stanton, who claims descent from Stanton, who was War Secretary under President Lincoln. She is said to have been social secretary to Mr. Page when Ambassador at Rome.

SINN FEIN'S RECORD.

LONDON, April 8.
An official return of Sinn Fein outrages in Ireland from January 1, 1919 to March 29 last, shows that the outrages totalled 1,079, whereof 588 were in Munster, 269 in Leinster, 137 in Connaught and 95 in Ulster. The outrages include 39 murders, whereof five were civilians, 81 cases of firing at the person, namely 55 at police, 12 at military, and 14 at civilians, 52 assaults, 426 raids with arms, whereof 389 were on civilians, 47 incendiary fires, 54 firing into dwellings, namely 24 police and 30 civilians.

TREASURY TO PURCHASE AMERICAN SECURITIES.

LONDON, April 7.
The Treasury is shortly offering to purchase certain American dollar securities. Lists of the securities affected and the prices offered will be exhibited on the Stock Exchanges. The step is part of the Treasury's preparations for paying off the British portion of the Anglo-French loan maturing in Autumn.

JERUSALEM THE SCRAPPY.

JERUSALEM, April 7.
Martial law was proclaimed on April 5 but despite the fact that the city is well patrolled, scattered fights occurred between Jews and Mohammedans on Monday and Tuesday. Several were killed on both sides. The total casualties were 250. Normal conditions are now resuming.

TWO MORE GERMAN BATTLESHIPS SURRENDERED.

LONDON, April 8.
The German battleships Nassau and Ostfriesland have arrived at the Forth and surrendered to British naval authorities in accordance with the peace treaty.

SITUATION IN GERMANY.

BERLIN, April 8.
The government is embarrassed by the sudden presentation of the demands by labour organisations, including demands for the withdrawal of the Reichswehr from Ruhr, and for the punishment of the counter-revolutionary officers. A cabinet crisis is imminent. According to Vorwarts the minister for defence has promised a labour deputations that all troops guilty of excesses will be withdrawn, that the volunteer corps will be disbanded, and the civil guards reorganised.

PARIS, April 8.
General Degoutte, interviewed in Mayence, declared that in consequence of the German invasion of Ruhr, not a single ton of coal was sent to France, whereas 13,000 tons daily were previously crossing the frontier.

REUTER, April 8.
The Tagblatt learns that the government is negotiating with the Entente for an extension to July 10 of the agreement of August 6 last year for the maintenance of German troops in the neutral zone, pleading that a strong police force is required to maintain order there.

... The Defence Minister stated that if it was in any way possible the troops would be withdrawn from Ruhr in two days.
Frankfurt is quiet again. Order is restored. The authorities pacified the students. It is now ascertained that several thousand armed workmen took refuge in the British zone, and that 10,000 more are expected. This is causing an acute problem of feeding them.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

OUTLOOK IN GERMANY.

LONDON, April 8th.
An authoritative statement about the military situation describes the situation in the Ruhr region as still disturbed, but details of recent happenings are obscure. After relating the circumstances leading to the French occupation of German cities, it refers to the repeated German Government's assertions that the anarchic conditions in the districts are threatening the whole of Germany with starvation and economic disaster, and call for the immediate restoration of order by troops entering the neutral zone.

The statement further says that the reports from other sources make it doubtful whether the situation really is as serious as the German Government has made out.

It is understood that the whole question is being carefully considered by the Cabinet in London to-day, and it is most improbable that British troops would participate in the occupation of German cities in the neutral zone.

PARIS, April 7th.
At the Council of Ambassadors, M. Millerand read a Note which was subsequently presented to the German Charge d'Affaires.

The Note largely consists of an exposition of the French case vis-a-vis the Allies as much as in relation to Germany. It mentions that the occupations were carried out after the Allies had been misled and consulted, and dwells on the fact that since the operation of the Treaty, France has frequently abandoned her own standpoint in deference to the Allies.

In this instance, she is compelled to act when confronted with a violation of the general stipulations of the Treaty particularly affecting France, also by a breach of the German promise.

It refers to Germany's neglect to carry out the most urgent reparations, and to German disregard for the required authorisation respecting the movement of troops in the Ruhr region, for which formal consent was only applied after the event.

It mentions that the Council, meeting in London on March 25th, expressed the opinion that the French proposal to apply to France direct for authorisation of the entry of troops into the Ruhr district, which shows that the entry was initiated by the German Military Party, and that the disarmament clauses have not been complied with.

The Note points out that Germany has not yet been carried out.

It contends that France acted in the general interest as well as for her own security. It emphasises that France will evacuate the occupied towns whenever the Germans troops evacuate the neutral zone, and lays stress on France's hope, notwithstanding her hostile attitude, which is not prompted by hostility, soon to resume normal commercial relations with Germany on a basis of economic co-operation and agreement, by which the European situation will be benefited. It invites German overtures in this connection, and fore-shadows the possibility of French initiative.

CUNARD LINE AND HAMBURG.

GREAT DEVELOPMENTS FORESHADOWED.

Behind the fact, announced by our New York shipping correspondent in a message printed below (says the "Daily Mail") that the Cunard Line is including Hamburg as a port of call lies evidence of the tremendous effort now being made by British shipowners to bid for the world's carrying trade. The message is as follows:—

"I am informed of a remarkable extension of British shipping enterprise, designed to take from the Germans their former great undertakings in carrying emigrants and products between Central Europe and America, via Hamburg and New York."

"Hitherto this trade has been a State-subsidised monopoly of the German and Austrian shipping companies, against which American and British shipowners have had small chance of competing on account of our freight and passages and the low wages scale paid in the German boats."

"The first British company in the field, I learn on the best authority, is the Cunard Line, which is negotiating to buy large docking space and sheds at Hamburg formerly owned by the Hamburg-America Line, together with an hotel."

"The Cunard Company will open this new service, with the Saxonia, which on her next trip from New York will include Hamburg as a port of call. Other liners and cargo steamers all follow."

"The details of subsequent sailings, I understand, have not yet been arranged, but the movement is regarded as being the preliminary step on the part of British shipowners to make a sweeping collection of American Continental trade."

"The management of the Cunard Line, on being approached with regard to the above report, said that for the present they had no statement to make; it was quite true that Hamburg was in the itinerary of the Saxonia's next trip from New York."

"WALLA WALLA" LAUNCHES.
Phone No. 3516.

BUSINESS NOTICES

J. T. SHAW
—SUN-HATS—

BEST QUALITY

—MADE BY—

PRICES	ELLWOOD	PRICES
\$10.50	—HAWKE—	\$10.50
and	—AND—	and
\$12.50	—TRESS—	\$12.50

—NEW STOCKS JUST RECEIVED—

EXTREMELY LIGHT IN WEIGHT
RAINPROOF AND SUNPROOF
FITTED WITH CHIN STRAP
—AND FUGGARREE—

J. T. SHAW
SPECIALIST IN MEN'S WEAR.

Adds, Subtracts, Multiplies, Divides.

\$10.00 CALCULATOR

Compact and easy to use.

Sole Agents

BREWER & CO.,

Tel. 696.

23 Queen's Road Central.

J. ULLMANN & Co.

French Film, Established 1867.

Quality, Variety, Perfection.

ALLSOPPS
BRITISH PILSENER BEER
RAINIER
AMERICAN PALE BEER
CALDBECK, MACGREGOR & CO.,
15, QUEEN'S ROAD CENTRAL.

A WORLD-WIDE REPUTATION for
over THREE-QUARTERS of a CENTURY.

WILKINSON'S

(REGISTERED TRADE MARK) ESSENCE OF FLUID EXTRACT OF RED JAMAICA.

"We cannot speak too highly of it."

Pronounced by the HIGHEST MEDICAL AUTHORITIES

THE WONDERFUL PURIFIER of the HUMAN BLOOD

THE SAFEST & MOST RELIABLE REMEDY FOR

WILKINSON'S INDISPENSABLE TO

SARSAPARILLA ALL WHO VALUE HEALTH

BEWARE OF IMITATIONS AND SUBSTITUTES

A. S. Watson & Co., Hongkong Dispensary, and Queen's Dispensary.

JUST ARRIVED

Ladies' Trimmed and Untrimmed HATS for Summer

Latest Style.

Prices to suit all purses.

POHOOMULL BROS.

TELEPHONE 2463. 38, QUEEN'S ROAD CENTRAL.

HANDLEY PAGE
MULTIPLE ENGINED BIPLANES
HANDLEY PAGE LTD.
Oricklewood, London, N.W. 2.

Sole Agents for China:
PEKING SYNDICATE LTD.

Sub-Agents for Hongkong and South China:
W. R. LOXLEY & CO.,

Hongkong

NOTICES.

LAMBERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions.

THE Undersigned have received instructions to sell by Public Auction,

on
TUESDAY, April 13, 1920,

commencing at 2.30 p.m.

at his Sales Rooms, Duddell Street.

A Quantity of

Valuable Household Furniture,

(Full Particulars from Catalogue).

Terms—Cash on delivery.

On view from Saturday, 10th inst.

LAMBERT BROS.,

Auctioneers.

THE Undersigned have received instructions from Messrs. THOMSON & Co. to sell by Public Auction

on
TUESDAY, the 13th May, 1920,

at 3 p.m.

in his Sales Rooms, Duddell Street,

The Steamer "DAGMAR"

as she now lies in the Menam River,

Bangkok, with all her machinery, gear

and appurtenances, etc.

1457 tons gross Reg.

821 tons net Reg.

1800 tons deadweight capacity on

17,000 sq. ft. draft. Speed 10 knots.

This Steamer was ashore in the

Gulf of Siam, was salvaged, and towed to

Bangkok, where she was dry-docked

and patched up.

Inspection orders on application to

the East Asiatic Co., Ltd., Bangkok.

The Steamer to be at purchaser's risk

after fall of hammer, when purchase

money is to be paid.

For full particulars apply to

LAMBERT BROS.,

Auctioneers.

or

Messrs. THOMSON & Co.,

Hongkong.

NOTICES TO CONSIGNEES.

THE Steamship

"BOLTON CASTLE."

From NEW YORK.

CONSIGNEES of Cargo are hereby

informed that all Goods are

being landed at their risk into the

Godowns of the Hongkong and Wharves

Company, Ltd., at Wharves, and/or from the

wharves delivery may be obtained.

Optional Cargo will be forwarded

unless notice to the contrary be given

before.

No claims will be admitted after the

Goods have left the Godowns, and all

Goods remaining undelivered after the

11th inst. will be subject to rent.

All claims against the steamer must

be presented to the Undersigned on

or before the 20th inst., or they will

not be recognized.

All broken, chafed and damaged

Goods are to be left in the Godowns

where they will be examined on the

10th inst. at 10 a.m. by Godard and

Boyd.

No Fire Insurance has been effected.

Bills of Lading will be countersigned

by

DODWELL & Co., Ltd.,

Agents.

Hongkong, April 8, 1920.

MARTIN'S

APOLARIS

PILLS

MARTIN'S

APOLARIS

PILLS

Just arrived

a large assortment of

FILTERS

5 Gallons up to 5 gallons

G.E. WARREN & CO., LTD.

No. 20 & 22, Des Voeux Road Central.

Established 1900.

INTIMATIONS.

HOW TO AVOID INFANTILE

AILMENTS.

When there are diseases prevalent in the season, it is the most dangerous to infants and as Great Care must be taken in feeding them, with proper food otherwise they would give their Mothers a lot of trouble. To avoid the trouble is to feed them with LACTOGEN which resembles human milk. It is easily digested and promotes healthy appetite. It keeps the infant thriving and free from all infantile ailments.



SEIU FUNG TAI & CO.,
Sole Agents for Hongkong and Canton.
No. 10 & 12, Cornhill Road, Central, Hongkong.
Telephone Nos. 1222 & 1223

WE HAVE

Great varieties of used

and unused

POSTAGE STAMPS.

Single, sets, packets, bags, and an

approval Book.

FOR COLLECTORS.

GRACA & CO.,

DEALERS IN POSTAGE STAMPS, FOREIGN

CASH, SAVING, TOTE, &c.

No. 16, Wyndham Street,

P. O. Box 620, Hongkong.

JAPANESE MAKERS.

Every kind of Footwear

MADE

TO

ORDER



OHEBERRY & CO.,

FEDDER STREET,

Opposite a Hongkong Hotel.

Telephone No. 421.

Hongkong, March 20, 1914.

THE NEW FRENCH REMEDY.

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Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT

General Auctioneers
Share, Coal and General
Produce, Broker and
Commission Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Order sent
Poulet's
A. R. 4th & 5th Editions.
A 1 Telegraphic Code.

Telegraphic Address
"MEXICO" HONGKONG.

-PUBLIC AUCTIONS-

THE Undersigned have received instructions from MAJOR GENERAL KEMP, to sell by Public Auction, on

MONDAY,
the 12th April, 1920, at 2.30 p.m. at
HEAD QUARTER HOUSE,
THE WHOLE OF THE
Valuable Household Furniture,
etc., etc.,
therein contained.

consisting of—
Hall—Hallstand, side and Card
tables, Clock, Chinese gong; etc.
Drawing Room—Blackwood Cabinets,
Tables, Stools and Flower stands,
Sofas and chairs, Water colour, Stan-
dard lamps, Chinese vase, Carpet,
Curtains, etc., etc., and one AUTO PLANO
by Sheck with about 150 rolls music.

Dining Room—Extension Dining
Table and Chairs, Sideboard, Dinner
Waggon, Dinner Service & a large
quantity of Glassware and Crockery,
Curtains, Screens and several JAPANESE
WATER COLOURS and a quantity of E.P.
WARE.

Billiard Room—One Billiard Table
by Stevens & Co., together with all
accessories, chairs, pictures, etc.
Study—Bookcase, Writing tables
Barograph, etc.

Bed Rooms—Double & Single Brass-
mounted Beds, Camphorwood Ward-
robes and Chest of Drawers, Towel
racks, Linen baskets, Toilet crockery,
etc., etc.

Out-buildings, Gardens and Cook-
houses—Several Rickshaws, Lawn
mowers, Tennis nets and poles, Bad-
minton and Croquet sets, Sledge and
cooking utensils, etc.

And
A large number of Pots of Plants.
Catalogue will be issued.
On view from Saturday, the 10th
April.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, March 26, 1920.

(For account of the concerned),
on
WEDNESDAY,
April 14, 1920, commencing at 2.30
p.m., at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street,
A Small Consignment of
HOUSEHOLD LINENS, etc.,
Comprising—

Turkish Towels, Bath Towels, Bath
Sheets, Double Bed Sheets, Battenberg
and Drawwork Bedspreads, Table
Covers, Crochet and Drawwork Dollies.

Also
A few lots of Bellow Valises, Kit
Bags, Suit Cases, and Attache Cases.
(All new goods and in small lots).

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, April 9, 1920.

(FOR ACCOUNT OF THE CONCERNED),
ON
WEDNESDAY,
April 14, 1920, commencing at
2.30 p.m., at their Sales Rooms,
No. 8, Des Voeux Road, Corner of
Ice House Street,

**TRAWWOOD AND BLACKWOOD FURNI-
TURE, BRASS AND BRASS-MOUNTED
BEDSTEADS, TRAWWOOD TWIN
BEDSTEADS, CARPETS, etc., etc.,**
comprising—

Chamberfield, Sofa, Arm-chairs (new),
Folding Card and Occasional Tables, One
Upholstered Sofa, Bedroom Furniture,
comprising Trawwood Twin Bedsteads,
Tables, and small Wardrobes, Dressing
Tables, and Chairs, Washstands,
etc., (fumed Trawwood), Side-
boards, Dinner-Waggon, Extension Din-
ing Tables and Chairs, etc., Dinner
Services, Portmanteau, and Glass Ware,
Curtains, Carpets, etc., Bath
Room Furniture, Electro-Plated Ware,
Electric Reading Lamps, Blackwood
and Teakwood Screens, a quantity of
Blackwood Furniture, Blackwood Fire
Screens, etc., etc., Tables, Chairs,
Cabinets, etc., Carpets new and
second-hand.

Also
Four Pictures, One Enamelled Bath,
Camera, etc., etc.
(Full Particulars from Catalogue).
Term:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, April 9, 1920.

INTIMATIONS.

THE ROYAL HONGKONG YACHT
CLUB.

NOTICE.

THE CLOSING CRUISE of the
Season and presentation of Prizes
will take place TO-DAY, 10th April,
at the Club House, North Point.
The Commodore, Vice-Commodore
and Committee will be at Home to
Members and friends from 4 p.m.

By Order,
P. B. COLTHURST,
Acting Hon. Calling Secretary,
Hongkong, April 7, 1920.

NOTICE.

NATIONAL LOAN OF THE
FOURTH YEAR OF THE
REPUBLIC (1915).

SUBSCRIBERS to the above Loan are
hereby notified that Redemption
of the bonds drawn at Peking on the
20th March, 1920, will begin on the
12th April, 1920.

Payment in cash or its equivalent
will be made at the Bank of China and
Bank of Communications or any of the
branches of the above banks and also at
the Shanghai Office of the Hongkong
and Shanghai Banking Corporation.
Bonds having as their two terminal
numbers any of the following groups,
groups, viz. 09, 11, 16, 25, 34, 40, 41,
47, 55, 61, 67, 73, 90, 97, 99, are drawn
bonds.

F. A. AGLEN,
Inspector General of Customs,
Inspectorate General of Customs,
Peking, 26th March, 1920.

NOTICE.

THE BUSINESS of an Auctioneer,
Surveyor, and Appraiser, hitherto
carried on by the undersigned under
the style or firm name of "GEO. P.
LAMBERT," will, as from this date,
be carried on by the same parties under
the style or firm name of "LAMBERT
BROS."

Dated 7th day of April, 1920.
GEO. P. LAMBERT,
H. A. LAMBERT.

HONGKONG TRAMWAY COMPANY,
LIMITED.
(Incorporated in the United Kingdom)

NOTICE is hereby given that the
ORDINARY GENERAL MEET-
ING of the Hongkong Tramway Com-
pany, Limited, will be held at the
Office of Messrs. Jardine, Matheson and
Company, Limited, Pedder Street,
Hongkong, on WEDNESDAY, the 14th
day of April, 1920, at 12 o'clock Noon,
to transact the ordinary business of the
Company.

By Order of the Board,
W. E. ROBERTS,
Secretary.
Hongkong, February 7, 1920.

CONSTITUTIONAL REFORM
ASSOCIATION OF HONGKONG.

THE THIRD ANNUAL GENERAL
MEETING of the above Association
will be held at the CITY HALL, on
THURSDAY, the 15th April, 1920, at
5.30 p.m., for the following purposes:—
To receive the Report of the Com-
mittee and Statement of Accounts to
31st December, 1919.
To elect the Officers and Commit-
tees for the ensuing year.

H. B. L. DOWBIGGIN,
Hon. Secretary.

GANDE, PRICE & CO., LTD.

NOTICE IS HEREBY GIVEN that
the THIRTEENTH ORDINARY
ANNUAL MEETING of the Company
will be held at the Company's Office, 6,
Queen's Road Central, at 12 o'clock
noon on SATURDAY, the 17th day of
April, 1920, for the following purposes:

- (1) To receive the Directors' Report
and Accounts for the year 1919.
- (2) To declare a Dividend.
- (3) To re-elect Directors.
- (4) To re-elect Auditors and
- (5) To transact the ordinary
business of the Company.

By Order of the Board,
C. BOND,
Secretary.
Hongkong, April 9, 1920.

FOR SALE.

THE Undersigned have received
instructions to sell
(FOR ACCOUNT OF THE CONCERNED),
The Yacht:

"ERIN"

as she now lies off Ah King's Slipway.
Further particulars and inspecting
orders may be obtained from the under-
signed.

Term:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, March 20, 1920.

**WANT
ADVERTISEMENTS**
25 WORDS & INSERTIONS,
\$1. PREPAID.
Every additional word 4 Cents
for 2 insertions.

WANTED.

FROM JULY (FOR AUGUST 1st)
A FURNISHED HOUSE ON THE
PEAK, WITH AT LEAST FIVE
ROOMS. ANY REASONABLE
RENT AGREED TO. AND
HIGHEST REFERENCES GIVEN.
ADVERTISER'S PRESENT LEASE
ON PEAK EXPIRING, AND NOT
RENEWABLE. — OFFERS TO
"FLAG," c/o "CHINA MAIL"
OFFICE.

WANTED.—By British Merchant
house, European youth to learn
Office work. State salary required.
Apply Box No. 1185 c/o "China Mail."

WANTED.—LADY STENOGR-
PHER capable of taking Dicta-
tion. State age nationality and salary
required to Box 1184 c/o "China Mail."

WANTED.—To Purchase a setter
or Pointer PUP (dog) apply
1183 c/o "China Mail."

TO LET.

TO LET.—A SHOP in Nathan Road,
Kowloon.
Apply to Humphreys Estate & Finance
Co., Ltd., Alexandra Buildings.

REPULSE BAY HOTEL.

TO-DAY

SATURDAY, April 10th,
TEA DANCING from 4 to 7 P.M.
DINNER DANCE from 8 P.M.

SUNDAY, April 11th.
ORCHESTRAL CONCERTS during
Tea and Afternoon Tea.

A COMPLETE AERATED WATER
PLANT FOR SALE.

The Machines are made by Messrs.
Brady & Hinchcliffe, Ltd., Manches-
ter, and guaranteed in perfect
working order. This complete plant
will turn out 2,400 dozen aerated
water per day.
KWONG SANG HONG LTD.,
P. O. Box 370. Hongkong.

TAIYO & CO.
(JAPANESE)
BOOTS AND SHOES
MADE TO ORDER.
No. 10, Wyndham St.



There is no leather
substitute so good as

"Rexine"
LEATHER CLOTH

It is a faithful reproduction of leather
in all grains and colourings. Whilst
it costs only one-quarter the price it
wears infinitely longer than leather:
is scratch, grease and water proof.

Being insect and germ proof it is ideal
for tropical climates.

It is washable and therefore more
hygienic than leather.

"Rexine" looks like leather
but it is better in every way.

REXINE LTD., HYDE, MANCHESTER, ENG.

MAXWELL TRUCKS.

THE Maxwell 1-ton Truck combines every feature that
gives the operator most ton miles per gallon of petrol
used.

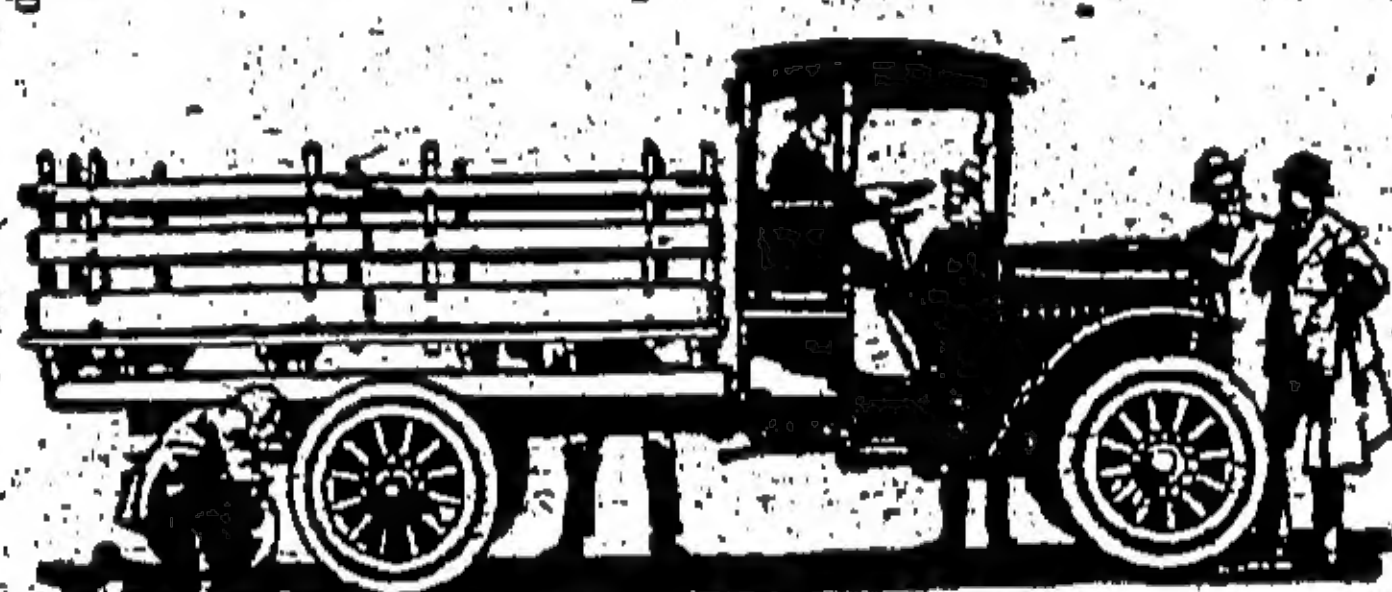
It is equipped with the reliable Maxwell motor—proven
reliable over and over again in long time and long distance
tests.

Its chassis stands up under the severest strains and road
conditions.

Its ignition and lubrication systems are as nearly perfect
as science affords.

It has the same worm drive as is heralded in the most
expensive Trucks.

A Maxwell 1-ton Motor Truck does more work at less
cost than any other 1-ton Truck made. Magneto, worm
Drive, 10 feet loading space, Electric Lights and Generator.
Right or Left Hand Drive optional.



MAXWELL MOTOR CO., Inc.
OF DETROIT, MICH.

John D. Williams & Company
Export Distributors
2 Rector Street, New York.
Cable Address: "Lundum-New York"



SILVA-NETTO & CO., Hongkong, China.
E. W. FRAZER & CO., 5 Rue de Paris, Tientsin, China.
THE SHANGHAI GARAGE CO., 4 Foochow Road,
Shanghai, China.

CROSSE & BLACKWELL CONFIDENTLY RECOMMEND
C & B
FINEST

MIDLOTHIAN ROLLED OATS

A clean, tempting food, giving stamina—unrivalled for Breakfast.

AGENTS FOR LEA & PEARSON'S WORCESTERSHIRE SAUCE

AS THE BEST PREPARATION OF OATS

Dr. J. Collis Browne's

Chlorodyne

THE ORIGINAL AND ONLY GENUINE

DIARRHOEA, CHOLERA, and is the only

FEVER, CROUP, AGUE.

COUGHS, COLDS,

ASTHMA, BRONCHITIS.

NEURALGIA, GOUT, RHEUMATISM.

Chlorodyne is a liquid taken in drops, graduated according to the malady. It invariably
relieves pain of whatever kind, creates a calm refreshing sleep; always irritation
of the nervous system which all other remedies fail; leaves no bad effects;
and can be taken when no other medicine can be tolerated.

CONVINCING MEDICAL TESTIMONY WITH EACH BOTTLE.

Now available in all parts of the world. Dr. J. Collis Browne's Chlorodyne is sold by
all Chemists, Druggists, and Grocers. It is also sold by the following Manufacturers:
L. T. DAVENPORT, Ltd., London, E.C.1.

1/1, 2/5, 4/5.

7/11, 2/5, 4/5.

THE MOTOR UNION INSURANCE COMPANY, LIMITED.
AND
THE UNITED BRITISH INSURANCE COMPANY, LIMITED.
FIRE, MARINE, LIFE AND MOTOR ACCIDENT.
For Rates and Particulars apply to the General Agents
UNION TRADING CO., Prince's Building.

THE HOTEL ASIA
WEST BUND, CANTON.

The highest-building in Canton affording a
panoramic bird's eye view of the whole
city and suburbs.

Large and airy rooms, Elevators, Electric Lights and Fans installed.
Hot and cold water service fitted, Excellent Cuisine, Bar and Billiard
room, Roof Garden, Cinematograph Theatre, and every modern
convenience provided.

Special monthly and family rates can be
arranged on application to

THE SUN CO., LTD.,
Proprietors.

LONG HING & CO., PHOTO SUPPLIES,
DEVELOPING & PRINTING A SPECIALITY.
No. 174, QUEEN'S ROAD CENTRAL, HONGKONG.

**ROSE'S
LIME JUICE**

Delicious,
Wholesome,
Refreshing.

Prepared from the pure juice of the
finest West Indian Lime Fruit, grown
on our estates in Dominica, West
Indies.

Insist on having **ROSE'S.**

TRIALS SOLICITED BY
JAMES STEER
THE CHRONOMETER AND WATCH MAKER
(Contractor to H.M. Naval Yard.)
9, ICE HOUSE STREET, HONGKONG.

**MOTOR THE REPUBLIC MOTOR BOAT FOR
BOATS. Co., Ltd. HIRE.**
Head Office: Praya East. Station at Blake Pier.
Tel. 307. Tel. 1297.
Passengers conveyed to and from steamers or across the harbour. Our
reliable craft are eminently suited for FLOTTIE PARTIES, roomy but
economical.

KOWLOONITES.
Forget the last Ferry. We take you to Tsim Tse Trail for \$1.00—specialty
reduced fare.
General Terms: \$2.00 per hour or part thereof, or \$1.00 per trip not
exceeding 15 minutes.
Our rummy meet you on the WESTERN SIDE of Blake Pier. For
long trips and hire by the day apply to the Superintendent there.
MOE LIN, Managing Director.

These Cigarettes are made of selected Mild
leaf tobacco and quite harmless to those
who are accustomed to inhale.

NANYANG BROTHERS TOBACCO CO.
165, Des Voeux Road, Hongkong.

THE GLOBE
THE NANYANG BROTHERS TOBACCO CO.
20
MANUFACTURED BY
YIM HING TOBACCO CO.

ROBERT PORTER & CO'S
BULL DOG BRAND
GUINNESS' STOUT

PINTS per case of 8 dozen \$30.
 per dozen \$3.80
 SPLITS per case of 12 dozen \$32.
 per dozen \$2.75

SOLE AGENTS—
A. S. WATSON & CO., LTD.,
 WINE AND SPIRIT MERCHANTS,
 HONGKONG.
 TEL. 616.

Wm. Powell Ltd.
 TELEPHONE 346

THIS WEEK.
SPECIAL SHOW
 OF
UP-TO-DATE
BATHING COSTUMES
 FOR
LADIES and CHILDREN.

An early call will be appreciated.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, SATURDAY, APRIL 10, 1920.

HONGKONG HOUSING PROBLEMS: A SKETCH.

The comparatively poor man, the married employee, pays high rent for housing in Hongkong. He marks with a keen personal interest the references in his daily paper to housing possibilities. He notes that a good extra-urban site may be obtained cheaply. He arranges a loan, and buys it for eight hundred dollars. His evenings are now happy. The first step has been taken towards the provision of a real home. He dreams of a happy future with his growing family beneath his very own roof tree. Had he but the time and the knowledge and the skill and perhaps the pluck, he would transport his family to the scene right away, and together they would labour lovingly on the making of it. But things are not so done nowadays, except by the dicky-birds. Building by-laws exist that must be conformed to. Architects must provide the correctly technical interpretation of the home-builder's ideas. There are—ugh!—legal expenses. The contractor must be reckoned with. Contractors are probably sometimes estimable persons, who themselves rear families respectably, and have the usual cardiac machinery beneath their underclothes; but the noble lion in the story book and the mangy beast snarling your cattle in camp at night are two different things. There is a strong temptation to regard the contractor of your personal experience as a son of Belial, who

though his tongue dropt manna, and could make the worse appear the better reason... is to nobler deeds. Timorous and slothful. Very, very slothful. This, however, is to go too fast. There is first the architect, a prosperous person, apt to be lordly and offhand toward the client with the winkle purse. There is talk of five per cent. commission on outlay, and the inexperienced investor feels in the simplicity of his mind that this must encourage a most undesirable extravagance. Moreover, home-builders are, as every architect knows, fussy people, who do not know what is good for them, and demand "conveniences" in the

houses such as are "not done." They want comfortable, useful verandahs, and betray a lamentable indifference towards cupolas and Gothic-Renaissance gadgets that look simply scrumptious in water-colour, to say nothing of the way they impress the aesthetically minded officials of the P.W.D. Drawings and riches alike have wings. When a man begins house-building, his real trouble begins. The architect shows him a pretty picture, and says that will cost from four to five thousand dollars. What's another thousand, to the man who has just had to borrow the initial eight hundred at seven per cent? It is, if you really insist upon an answer to a rhetorical question, precisely one thousand twinges, one thousand doubts and fears, one thousand hours of worry added to a life none too secure and peaceful. Poverty of this sort is hell. The simple fellow gulps it down, and yearning for the definite word, suggests that we'll say five thousand. He means: Let that be the worst, the final blow, the limit of my troubles; but the architect merely nods carelessly. This is only a small job, to be taken in the day's work. He mentions, casually, at the next interview that the cost will be at least \$2,500. The investor feels committed to the full clutch of circumstance. His head is bloody, but unbowed. He suggests a small alteration to the picture, due to a desire of his practical-minded wife, who knows, as every woman does, more about what a house should be than any architect ever did or will. A woman, in her mind, plans her house from the inside outwards. All architects seem to work from out to in, and if there isn't room behind their gables and gargoyles for a bathroom, they put in a powder-closet instead, or an alcove for a statuette. Certainly, says the architect, cheerfully, about that trifling alteration. That will make it another thousand, say \$3,500. Even a worm, they say, will turn, and this one is emboldened by desperation to seek a cheaper architect. He findeth him, and the house is put up, only to crack right across and fall down when the first wind, not a typhoon, not a baby breeze, but the first, so to speak, adolescent wind comes round that way. One way or another his indebtedness piles up. Ultimately his little house on the eight hundred dollar site costs him, maybe \$12,000, and though seven per cent. interest on that shows a vast improvement as compared with the average Hongkong rent, he now has repairs, taxes, and a lot of new grey hairs on his immediate horizon.

ron. This, oh ye-aspiring married employees, is not a merely humorous article. It has within it the element of truth and tragedy, and the moral of it may perhaps be found in the soliloquy of Hamlet. High rents are a burden and a handicap, but there are other evils that you know not of, until you plunge into an undertaking that entangles you with local Red Tape, professional lavishness and indifference, and a burden of debt. Do not let this deter you; but before you approach your employer or the Colonial Treasurer for a home-building loan, think it over, look well about you, make tentative enquiries. If then you determine to go on, have everything put down in legal writing, hard and fast, with estimates and even fees fixed and agreed upon. The experiences of a China Mail reader, recently poured into our sympathetic ear, really suggest to us that the proper advice to all such contemplating home-builders is the same as that *Punch* offered to those about to marry. Don't.

LOCAL AND GENERAL.

To-day's dollar is worth 4s. 9d.

Mr. Harold Green now takes charge of the Botanical and Forestry Dept.

Wong Sin, Chan Fuk, and Wong Lam are Forest Officers appointed this month.

Consignees are reminded that the s.s. "Bolton Castle," Messrs. Dodwell & Co. Ltd. is landing cargo at their risk at the Kowloon Godowns, and that rent will be charged on all goods, delivery of which is not taken on or before the 31st inst.

This morning a gentleman stood at the end of Tin Lok Lane for half an hour, reading the *Daily Press*. A smiling person pointed him out, remarking that he was waiting for a street car. If he is still there, he must have read his paper right through by now.

When a Chinese was this morning asked by Mr. R. O. Hutchison to plead with regard to a charge preferred against him of theft of seven hammers, and eleven chisels from the Kowloon Docks, he said: "The constable said I stole them, so I must be guilty. I took the things to work on board a steamer." One month's hard labour.

The s.s. "West Nerts" is discharging cargo from longshore. All cargo, not taken delivery of ex ship will be landed at the Pacific Mail S.S. Co.'s Godowns at West Point, consignees must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong before B/Ls can be countersigned. Goods remaining undelivered after 12th April will be subject to rent.

Returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during the month ended 31st March, as certified by the Managers of the respective Banks, show: Chartered Bank of India, Australia and China, \$10,099,545—\$5,000,000; Hongkong and Shanghai Banking Corporation, \$23,767,161—\$17,000,000; Mercantile Bank of India, Limited, \$991,042—\$550,000; Total \$34,857,748—\$22,550,000.

A Chinese was this morning charged before Mr. R. O. Hutchison, with the theft from the person of a Japanese lady in Nuliah Lane yesterday afternoon, of a purse containing \$6.47 or, in the alternative unlawful possession of the purse. A further charge of possession for an unlawful purpose, of a packet of pepper, was also preferred against the defendant. He denied all the charges. Sgt. Cockle said he would like a remand, as the complainant was indisposed, and unable to attend court. His Worship remanded the case until Wednesday.

LAWN TENNIS.

Yesterday's results in the H.K.C.C. Tennis tournament were as follows:

Open Singles.—L. Forster beat A. A. Rumjahn, 8-10, 6-4, 6-0, 6-3.
 Handicap Singles.—B.—Pay, Lieut. Commdr. Holborn (reels 1/6) beat F. Lobel (reels 3/6), 6-0, 6-1.
 Handicap Doubles.—Capt. Murray and J. S. Jennings, (owe 15/3) beat J. Stalker and E. Abraham (owe 3/6) 6-1, 4-6, 6-4; Capt. Montleith and Major Timmis (scr) beat D. M. Larkins and H. N. Pounney (rec. 3/6), 6-0, 6-3.

OUR LOCAL POETS.

SING ON!

Sing on, oh minstrel, sing,
 As in days by-gone you did lay,
 The water in the Pyram Spring
 Is now cold in the bowl of clay;
 And its moss covered brim
 Yawns the touch of minstrel's lips,
 Sing, drink before life's light be dim,
 Or pens will no longer its water dip!

Hongkong, April 9. —ESANIP.

MODERN SHIPBUILDING.

THE MOTOR SHIP.

Vickers is specialising in the building of motorships equipped with internal combustion engines, and has met with considerable success so far. The oil tanker "Santa Marherita," and the "Naragansett," built to the order of the Anglo-American Oil Company, will carry 10,000 and 10,500 tons of fuel oil respectively, as cargo.

The engines are of the Vickers type, which is an improvement on the Diesel system of internal combustion. The absence of funnels gives these vessels an appearance of having their heads cut off.

Some of the ships exhaust through a small "Charley Noble," of such slim dimensions as to be mistaken for the smokepipe of the cook's galley. Most, however, especially those of recent construction, exhaust through side ports and have no funnel for carrying off the gasses.

The main difference in the Vickers and Diesel types lies in the method of fuel injection. In the Vickers type, a pump is utilized, while in the Diesel engines, compressed air is relied upon.

The "Africa," a 13,000-ton motorship, built for the East Asiatic Company, (Messrs. Thoreson & Company, Hongkong Agents), by Burmeister & Wain at Copenhagen, has been launched and is being fitted up. She is 445 feet in length and carries 13,000 tons of cargo, her internal combustion engines giving her a speed of 11-12 knots. Her propelling engines are each of 2,250 h.p. (about 1,000 h.p.) having six cylinders with a bore of 740 mm. and a stroke of 1,150 mm.

Lord Pirrie, the pioneer motorship owner in the United Kingdom, who is the head of the firm of Harland & Wolff, recently announced that his concern was now in a position to turn out one complete motorship equipment, with twin-screw oil engines, every six weeks. Nine ships will be constructed by Harland & Wolff, at their yards in Glasgow, during 1920, four of which will have a dead weight carrying capacity of about 13,000 tons each. They will be the highest powered motorships yet constructed, being fitted with two 4 cycle Diesel engines of 3,200 h.p., and will represent what may be termed the last word in modern cargo ships, with their large tonnage and unusually high speed of thirteen and one-half knots per hour. The other five will be built to carry about 10,000 each. This firm has contracts on its hands for many years to come in spite of the fact that they have enlarged their plants enormously. It is being circulated about in shipping circles that the Glen Line will soon have a fleet of twenty-five motorships in operation, trading on all routes, following the example set by the East Asiatic Company.

The Stockholm firm, Aktiebolaget Transatlantic is also reported to be contemplating the construction of motorships totalling 120,000 tons. It is rumoured that this company has ordered eight ships of 9,400 gross tons each from the Gota Works and also a tanker of 7,300 tons. Four steamers of 8,000 tons each are reported to have been ordered from the Lisholmen Shipyard, as well as two of 3,500 tons.

The company is selling its old vessels, purchased during the war, as rapidly as possible. After the completion of its present building programme, the Aktiebolaget Transatlantic will have a modern fleet aggregating 275,000 tons.

It is announced that the Johnson Line has started a direct line of Swedish motorships between Finland and South America. The Svensk Handelsrederi says of this new line: "The Johnson Company has begun operations after a thorough study of conditions and intends to maintain regular traffic. It has not been decided how many boats are to be operated. That there will be no lack of freight in either direction can be taken for granted. The Finns, as it is known, have no access to any tonnage suitable for trans-Atlantic traffic.

"Great masses of paper, box board and wood pulp are stored in Finland for export. The country's need of imported goods is enormous. The plans and activities of the Johnson Company have been received by Finnish business men with the greatest satisfaction, especially as the importance of direct shipment is now fully appreciated."

HONGKONG SCHOOL BOARD.

It is no sinecure being Director of Education at Hongkong. Lots to do, Governor, reminded of this, thought of a Board of Education, which the *China Mail*, in its course, vulgar way, hereby dub the School Board. Let it so be known and mentioned hereafter.

His Excellency appointed it (to advise on the development and improvement of education) as follows: Director of Education (Chairman), Inspector of English Schools, Inspector of Vernacular Schools, Honourable Mr. Lau Chi-pak, Professor G. W. Ferguson, M.A., Rev. T. W. Pearce, LL.D., Rev. A. D. Stewart, M.A., Very Rev. Father P. de Maria, Mr. S. W. Too, Mr. A. F. Arcull, Mr. A. F. B. Silva-Netto, Mrs. Alice D. Hickling, M.B.E.

KOWLOON RESIDENTS' ASSOCIATION.

The following correspondence has been sent to us for publication:

March 31, 1920.

Hon. Mr. A. G. M. Fletcher, C.B.E., Colonial Secretary.

Sir, My Committee view with much satisfaction the extension of the principle of Government loans to private individuals for the purpose of financing the erection of houses for residential purposes, contained in the *Government Gazette* of the 27th inst.

They desire, however, to address the Government with reference to the composition of the Committee appointed to advise the Government regarding advances out of public funds for this purpose.

My Committee do not in any way wish to comment upon the suitability or otherwise of the gentlemen nominated, who are undoubtedly qualified to consider the question.

The action of the Government in forming the Committee is undoubtedly the expression of a desire to meet the rent problem, which is admitted by the Government to be confined to the case of Europeans of moderate means.

My Committee, therefore, consider that the views of individuals of that class should be represented to the Government, and they feel that the Advisory Committee would be strengthened by the addition of the name of an individual coming under that category.

I am, consequently, instructed to respectfully suggest the inclusion of Mr. C. A. da Rosa, Incorporated Accountant, as an additional member, and to express the hope that the Government will respectfully entertain the suggestion.

I have the honour to remain, Sir, Your obedient servant, W. JACKSON, Hon. Secretary.

(Reply).

Colonial Secretary's Office, Hongkong, April 6, 1920.

Sir, With reference to your letter of the 31st March, 1920, suggesting the inclusion of an additional name to the Committee appointed to advise Government on applications for advances from public funds for the purpose of building houses, I am directed to inform you that the Committee in question is a sub-committee of the Finance Committee of the Legislative Council, and, therefore, it is regretted that the appointment of any body who is not a member of the Council is not possible.

I am, Sir, Your obedient servant, (Sd.) A. G. M. FLETCHER, Colonial Secretary.

March 25, 1920.

Hon. Mr. A. G. M. Fletcher, C.B.E., Colonial Secretary.

Sir, I am instructed by my Committee to state that information has been received that three tenants of houses in Barrow Terrace, Kowloon, have been notified by their landlord to vacate their houses as at April 30, no reason being offered for what is considered to be an unwarrantable eviction.

The property in question is that which formed the subject of investigation by the Government last September, when an appeal by the tenants against an exorbitant increase of rent was, happily, sustained.

It is believed that the circumstances surrounding the present landlord's action are sufficient to warrant the Government again intervening on behalf of the aggrieved tenants, whose "eviction" in favour of what are alleged to be preferential extra-Kowloon people would greatly accentuate the house shortage in Kowloon.

I have the honour to remain, Sir, Your obedient servant, W. JACKSON, Hon. Secretary.

(Reply).

Colonial Secretary's Office, March 29, 1920.

Sir, With reference to your letters of the 25th March, 1920, I am directed to inform you that the notices served upon the tenants of three houses in Barrow Terrace have been withdrawn.

I am, Sir, Your obedient servant, (Sd.) A. G. M. FLETCHER, Colonial Secretary.

April 1, 1920.

Hon. Mr. A. G. M. Fletcher, C.B.E., Colonial Secretary.

Sir, I have the honour to acknowledge the receipt of your letter dated March 28, No. 1 in 2570/1919.

My Committee have instructed me to express to you their profound satisfaction with the Government's action in sustaining their appeal on behalf of the affected tenants in Barrow Terrace, Kowloon.

I have the honour to remain, Sir, Your obedient servant, (Signed) W. JACKSON, Hon. Secretary.

April 1, 1920.

Hon. Mr. A. G. M. Fletcher, C.B.E., Colonial Secretary.

Sir, I have the honour to acknowledge receipt of your letter dated March 29, No. 3229/1914, in response to an

SPECIAL CABLE.

BIG FIRE AT SHANGHAI.

[China Mail Special.]

SHANGHAI, April 10.

There was a big fire at Pootung in some godowns of Chinese occupation, involving the loss of two or three lakhs of dollars. It commenced on Friday afternoon and continued until late in the evening. The fire brigade, assisted by landing parties from the Alacrity, Scarab, and Elcano, fought it. A strong breeze was a grave handicap on their efforts. It is uncertain as yet whether the property was insured or not.

CORRESPONDENCE.

SANITARY BOARD ELECTION.

[To the Editor of the "China Mail."]

Sir,—I should like to point out to the Electors, through your valuable columns, that out of the six unofficial members of the Board only two are elected, the remaining four (two of whom must be Chinese) being nominated by the Governor. Nonofficial members hold office for 3 years, and this fact renders it necessary for Mr. Alabaster to offer himself for re-election.

The Chinese nominated members at present are the Military Medical Officer, and Dr. Koch; the sitting elected member is Dr. Oronio.

It will be seen that whilst the medical profession is very strongly represented on the Board, and the Portuguese Community has its own representative, the general non-Chinese Community has no elected representative on the Board. It becomes therefore very important to secure the best possible representative for this vacancy.

Mr. Alabaster's record on the Board and as member of the Legislative Council is too well known to need comment, but as I was a member of the Board for 7 years, and later held the privilege of working with Mr. Alabaster as a colleague, I should like to record my testimony to the valuable work done by him.

Mr. Alabaster's wide experience in the Colony coupled with his knowledge of its laws and administration, and his foresight and debating powers render him a most valuable representative of the public, and it would be most unfortunate if he were to lose his services.

Whilst I sympathise heartily with the aims and objects of the Kowloon Residents' Association, I can only regard it as unfortunate that they should seek to expel so valuable a representative as Mr. Alabaster.

The needs and interests of Kowloon have bulked very largely before the Board during the last 7 years, and I can assure the electors that they have always received full and sympathetic attention.

If the Kowloon Residents' Association, or any other section of the Community should desire to bring any matter before the attention of the Board, they could not do better than lay their case before Mr. Alabaster (if re-elected) who would no doubt give it the fullest consideration.

Further, I should like to suggest to the Kowloon Association and to the Constitutional Reform Association that they should endeavour to secure more popular representation on the Board by the substitution of election for nomination in the case of one at least of the nominative seats before the next vacancy occurs.

Yours truly,
 F. B. L. BOWLEY.
 HONGKONG, April 9.

MEMO. OF CARGO.

The following cargo was shipped per Mackinnon, Mackenzie & Co., agents, by the P. & O. S.N. Co. s.s. "Bance," which sailed on April 9.

For London: 287 bales raw silk, 313 bales leaves without roots, 12 bales tea mats, 137 cases chinaware, 39 cases blackwoodware, 4 cases slides, 20 bales raw silk, 11 bales hides, 20 bales deer skin, 500 cases cassia, 225 bales feathers, 9 cases directories, toys, etc., and 204 packages of staves of empty hogskins.

For Antwerp: 162 rolls mats, 44 cases chinaware.

For Lyons: 102 bales raw silk.

For Marseilles: 52 cases chinaware, 610 bales p. cocoons, 2 cases p. effects, 116 bales raw silk, 300 bales galangal, 550 cases staranised, 200 plates China tin, 1 case silk, 44 rolls mats, 2 bales rattan peeling.

For Port Said: 2 cases glass bangles, 1,000 cases cassia, 18 bales rattan skin.

enquiry on behalf of my Committee regarding the Food Committee.

My Committee have noted the Government's impracticability to control the prices of local food products. I have the honour to remain, Sir, Your obedient servant, (Signed) W. JACKSON, Hon. Secretary.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

HUNGARY BLUFFING.

Paris, April 8.
Reuter is assured on the best authority that the Hungarian peace delegation will refuse to sign any treaty not containing clauses providing for plebiscites in those regions about to be detached from Hungary. It is understood the Allies will refuse to concede this. The delegation will urge the impossibility of securing authority. Therefore the opinion is advanced that the peace conference will consequently only be able to enforce the execution of the treaty by a prolonged occupation of the difficult mountainous regions by large forces.

BAD MAN PASSES THE BUCK.

Halle, April 8.
The army doctor Mayer who figured in the Entente's black list as guilty of cruelty at a concentration camp has committed suicide.

PRINCE OF WALES.

SAN DIEGO, April 8.
The Prince of Wales arrived and was received by leading British residents aboard the Renown. He was given luncheon aboard the American battleship New Mexico. Then he went ashore. The city was arranged as for a gala. The evening's festivities included a dinner and a ball.

NORTH SEA SALVAGE.

SHIELDS TRAWLERS' FINE FEAT.

Gallant work by North Shields trawlers in the North Sea in the recent heavy gales has been again emphasised by the performance of the "Tyne Prince," belonging to Messrs. Raynor and Doyle, of that port, and which was in charge of Mr. John R. Burn. He was in command of the trawler on the fishing ground about 140 miles N.E. of the Tyne recently, when she sighted a large sailing ship in tow of the trawler "Harry Rose," of Aberdeen. There was a stiff gale blowing at the time with a heavy sea. It was evident that the vessel was in distress and that the "Harry Rose" was unable to cope with the towage single-handed. The ship was then 32 days overdue on a voyage which under ordinary circumstances should have taken only 50 days to complete. Her crew numbered 32 hands, and were exhausted through incessant toil and hardship, and her provisions were on the point of giving out. The whole story was told by the skipper of the "Tyne Prince" on his arrival at his home at North Shields.

He said: "I have never seen weather like it all the years I have been at sea. As soon as I realised how things stood I ran up and spoke to the ship and asked the captain if he wanted any assistance. He said: 'No, did, and badly.' He said he had been washing about the North Sea for 32 days and was short of provisions; also that the crew were exhausted. We made an attempt to get a line on board. In doing so we ran close alongside. We were making the second try when the ship gave a heavy lurch and rolled over on top of us, doing considerable damage to our port side. The trawler began to make water, and we saw we could do nothing more until we got that attended to. We hauled off and started to plug up the holes. It was now getting dark and the captain of the ship, the Wm. Mitchell, signalled us not to bother any more until daylight. So we dodged about close at hand. At midnight the "Harry Rose" parted hawsers with the ship. The sea had risen considerably during the night, and at daylight it was too high for us to be able to do anything. The "Harry Rose" and ourselves, therefore, kept in touch with the ship all that day and all the next night. But it was altogether out of the question to do any towing. During the day the captain of the sailing vessel signalled that he had no provisions left, and asked us to try and go for assistance. We managed to get some fish to them by a line arrangement, and this was all the victuals they had until we got them into Leith six days later. On the Thursday we took them in tow about noon, both trawlers at work, and towed the ship till the early hours of the following morning when the hawsers parted. At midnight on the Friday we got another line on

TAKE CARE OF YOURSELF.

If you want a clear head and good direction you must not let your bowels become clogged with poisonous waste from the body, as is always the case when you become constipated. Proper food, an abundance of water and plenty of outdoor exercise should keep your bowels regular. When that fails you should take Chamberlain's Tablets. They cause a gentle movement of the bowels, and are easy and pleasant to take. For sale by all Chemists and Dispensaries.

A SILENT CITY.

HONGKONG'S STREET CARS CHASE RUNNING.

The streets of the Colony present an unusual appearance to-day, due to the absence of the tram cars. The resounding clang and clatter of our local juggernauts is missed, and a state of quietness reigns. The reason for this unusual condition is that the fitters and mechanics of the Hongkong Tramway Company, Ltd., have left their work to remain on strike until the general demand for 40 per cent increase in wages is granted.

As a result of the tram strike, the ricksha men were driving a roaring trade this morning, pulling in the tardy office clerks to their daily toil. Those who have spent their cash and have been relying upon their tram fare books will mourn the strike the most.

The men ceased work at the conclusion of yesterday's service, the strikers numbering some 150, consisting of the fitters and mechanics in the repair and power stations. This has resulted in the complete holding up of the service, although the motormen and conductors are willing to carry on despite the fact that they, also, are requesting an increase in wages. The men are demanding, in common with the other strikers, a forty per cent increase and the company has informed them of its willingness to pay the same rate as is agreed upon by other employers. At present it can make no settlement on its own account.

It may be mentioned that some of the car fitters are paid from \$27 to \$30 per month, and while there has been no general increase in wages of late, the Secretary of Company, Mr. W. E. Roberts, informed a *China Mail* representative that merit in any man was always recognized.

How long the strike will continue, and Hongkong will be deprived of the necessary public service, it is impossible to say.

With regard to other public services, it is understood that arrangements have already been made to continue the electric light and water supplies should the men leave their work.

DAIRY FARM FITTERS QUIT.
Fitters employed by the Dairy Farm Company, Ltd., at their East Point Plant, went out on strike on the 8th instant.

STRIKE ON AT KUALA LUMPUR.
News, not yet confirmed, has been received from Kuala Lumpur that the mechanics and fitters there have struck in a body, demanding a wage increase of 60 per cent.

board but it was a risky job. We towed so until daylight, and then the "Harry Rose" got her line on board, and we dragged her along together. During the day both lines parted. On the Sunday night we got connected up again and this time we hung on together until we got the ship to Leith. Skipper Burn gave his crew of ten hands great praise for the way in which they worked and seconded his efforts. It was, he said, a grim struggle in the teeth of a succession of North Sea gales, and it was largely due to their courage and perseverance that the ship and her valuable cargo of 3,100 tons of linseed was brought into port.

While the "Wm. Mitchell" was driving about the North Sea before the British trawlers came upon the scene a German trawler came up to the ship and offered to take her in tow, but the English captain declined to avail himself of her services.

TO-DAY'S ADVERTISEMENTS.

SANITARY BOARD ELECTION.

MONDAY at the CITY HALL from 4-6.

TO THE ELECTORS, GENTLEMEN,

I have been asked by a number of Kowloon residents to stand for election to the Sanitary Board, and I have pleasure in offering myself as a candidate who possesses a knowledge of Kowloon's needs gained from over ten years residence in that district.

I have been engaged in building and architectural work for twenty eight years, and may reasonably claim to have a working knowledge of the technical side of the department's functions.

In the event of my election I will, so far as the work of the Sanitary Board permits, devote my best efforts to obtaining the following—

1. The laying out of new building areas to meet the needs of the different communities.
2. The preservation of the 100 feet wide Nathan and Coronation Roads for domestic buildings of an European type.
3. Adequate water supply, and the provision of water from the Government mains for flushed drainage to property of an European type.
4. Light Motor Bus Services to healthy residential areas, and the preservation of such areas from the noise of Tramsways.
5. A Hospital for Europeans in Kowloon.
6. The filling in of Swamp areas.
7. The provision of Playgrounds for the children of the different communities.
8. The amendment of the building regulations with a view to obtaining better and cheaper houses suitable for family life in the Colony.

Middle class Europeans, Portuguese as well as British, have been driven by increased rentals from the middle levels of Hongkong, and are increasingly looking to the comparatively level ground of the peninsula as a solution of their housing problem, and my work for the Kowloon Residents' Association has been undertaken with a view to the betterment of conditions of housing in that locality. In such effort no portion of the community can be neglected without creating a situation affecting adversely the remaining portion. The needs of all must be considered and provided for. If elected I shall endeavour, along the lines I have indicated, to work for this general betterment.

Yours truly
J. CAER CLARK.

THE "STAR" FERRY CO., LTD.

SEASON TICKET HOLDERS are reminded that Season Tickets are issued upon the condition that such Tickets must be produced upon application of a servant of the Company, otherwise passengers will be required to pay the full single fare. Season Ticket Holders are advised to always have their Tickets with them.

Hongkong, April 10, 1920.

WANTED.

WANTED CHINESE CHAUFFEUR able to drive and look after Two Ton Truck and Ford Car. Must be good mechanic. Give reference and wages asked. Box No. 1186 c/o "CHINA MAIL."

KOWLOON-CANTON RAILWAY.

(British Section).

THE PUBLIC IS HEREBY NOTIFIED that on and after WEDNESDAY, April 14, the following alterations will be made in the Time Table:— On WEDNESDAYS and SATURDAYS an additional Train will leave KOWLOON for SEUM CHUN at 2.20 p.m. returning from SEUM CHUN at 9.04 p.m. The train at present timed to leave Kowloon on Sundays at 11.33 a.m. will, after the above date, leave at 12.01 p.m. on week days.

New Time Tables will be available on the 14th instant.

By Order,

H. P. WINSLOW,
Manager.

Kowloon, April 9, 1920.

KOWLOON BOWLING GREEN CLUB.

THE ANNUAL GENERAL MEETING, will be held in the Club House, on FRIDAY, 23rd inst., at 5.45 p.m.

Business.

1. To Receive Committee's Report and Statement of accounts for year ended December 31, 1919.
2. To Elect Officers for ensuing year.
3. To Discuss Club business generally.

D. GOW,
Acting Hon. Secretary.

Take a "WALLA-WALLA" BOAT to your ship. Phone No. 3516.

TO-DAY'S NEW ADVERTISEMENTS.

HONGKONG GYMKHANA CLUB.

THE SECOND GYMKHANA MEETING OF THE SEASON will be held at HAPPY VALLEY on SATURDAY, the 17th inst., commencing at 3.30 p.m.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half Price.

The Committee invite the Ladies of Hongkong to be present.

Hongkong, April 10, 1920.

PACIFIC MAIL S.S. COMPANY.

NOTICE TO CONSIGNEES.

S.S. "DOYLESTOWN" from CALCUTTA via RANGOON, SINGAPORE and SAIGON.

THE above-mentioned vessel having arrived from the above mentioned Ports, Consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on April 16th at 10 a.m., and April 17th, at 10 a.m.

No claim will be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No Fire Insurance whatever will be affected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO., As Operators, U.S. SHIPPING BOARD. Hongkong, April 10, 1920.

SERVES THE WHOLE FAMILY.

THE name of Chamberlain's Cough Remedy is world-wide. It is good for the deep seated cough of the adult or the croup and whooping cough of the children. The same bottle serves the whole family. For sale by all Chemists and Storekeepers.

A STUPENDOUS ATTRACTION.

The Management of the Hongkong Theatre have pleasure in announcing that, in order to maintain their reputation for showing only the best films, they have booked "The Two Orphans", the most talked-of film in the world, at enormous expense. Enormous gatherings throughout the world have acclaimed it the greatest film ever made. As a mere spectacle, "The Two Orphans" is the most magnificent and the most wonderful picture ever seen. Although the cost of bringing such a superb attraction to Hongkong is immense, the Proprietors of the Hongkong Theatre have decided to make no extra charge for seats, as they are anxious that all who desire to see it may be able to do so. "The Two Orphans" is in eight parts featuring the well known star Theda Bara. It will be shown for four nights commencing Saturday, 10th April and there will be special Matinees daily. To avoid disappointment, seats should be booked in advance.

CANTON CLUB THEATRE

TUESDAY, April 13th at 9.15 p.m.

TWO CORONET BIG-PICTURES

MABEL NORMAND

IN

"DODGING A MILLION"

IN 7 PARTS

AND

BILLY WEST

IN

"HIS DAY OUT."

NOTICES.

SPECIAL SHOW of VOILE AND NET DRESSES AND BLOUSES

Sunshades in Georgette, Silk and Cretonne.

WAR comes and goes, peace dies and is born again, but through all the changes and chances of life we have always the one reality that can bring close to us the Ideal—the Eternal Feminine—the centre, not of gravity, but of attraction, holding the secret of love and the charm of loveliness. Poets of all time and clime have hung round her the airy, fairy fabrics of imagination, and in these later years we have materialised these fancies into facts so that Woman can cloth herself and her daughters in garments whose use does not prevent them from being ornamental.

LANE, CRAWFORD & CO.

COLUMBIA GRAFTONOLAS AND RECORDS

SUPPLY YOU

WITH MUSIC FOR EVERY MOOD

CLASSICAL, OPERATIC, SONG, and DANCE.

THE ANDERSON MUSIC COY.

THE "COLUMBIA" (SHOP).

14, DES VŒUX ROAD CENTRAL.

TEL. 1322.

NOTICE OF REMOVAL.

We have this day REMOVED our GARAGE to No. 161, Des Vœux Road Central, (next to Sincere Co., Ltd.)

BREEZY GARAGE,
Phone 2499.

Hongkong, April 3rd, 1920.

NOTICE.

We have just received fresh stocks of all CUTEX preparations. CUTEX is absolutely the last thing in medicine. Try it.

Pepsodent Tooth Paste, the scientific new departure in Dental Preparations. Prices lowered by high exchange.

COLONIAL DISPENSARY.

14, Queen's Road Central.

Telephone No. 1877.



"D.C.L."

MALT EXTRACT

with

COD LIVER OIL

Is made from the finest selected Barley and malted with the greatest care on the Company's own premises by the most scientific methods of manufacture.

THE DISTILLERS COMPANY, Ltd.

DUNDEE

Price per 1 lb. Jar \$1.50

5 lb. Jar 1.25

SOLE AGENTS—

CANDE, PRIOR & COMPANY, Ltd.

14, No. 132, 14, QUEEN'S ROAD, CENTRAL.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 8 p.m.SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

SAILINGS.

To Macao daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.)
From Macao daily at 8.30 a.m. and 5 p.m. (Sundays at 6 p.m.)Police Permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. T. J. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK via Panama Canal.

S.S. "BOLTON CASTLE"

Sailing Beginning of May.

LLOYD TRIESTINO

BRINDISI, VENICE & TRIESTE

via SINGAPORE, PENANG AND COLOMBO.

S.S. "INNSBRUCK"

Sailing on or about the April 27th.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA

FOR JAVA.

S.S. "SAMARANG MARU"

Sailing on or about 25th April.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA.)

Steamship Services Trans-Pacific.
Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN
PORTS with transshipment at CALCUTTA.
In conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 518).

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG.

Monthly direct service via Singapore and Port Said.

HAWANA MARU... Tuesday, 4th May.

HAYRE MARU... Tuesday, 6th June.

BUENOS AIRES.

Rio de Janeiro, Santos, Mauritius, London and Cape Town via Singapore.

PANAMA MARU... Tuesday, 15th June.

SEATTLE MARU... Middle of July.

BOMBAY & COLOMBO.

Regular fortnightly service via S'pore.

BURMA MARU... Friday, 18th April.

SIAM MARU... End of April.

SAIGON, BANGKOK & SINGAPORE.

Regular Monthly service.

SHISEN MARU... Sunday, 2nd May.

SYDNEY & MELBOURNE.

Monthly service taking cargo to New Zealand and Pacific Islands.

KUNAJIRI MARU... Monday, 17th May.

VICTORIA & VANCOUVER.

Twice via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokohama & Yokohama.

AFRICA MARU (Call Shanghai)... Saturday, 22nd May.

OHIO MARU... Saturday, 24th June.

KEELUNG via SWATOW & AMOY.

These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

AMARUSA MARU... Sunday, 11th April.

TAKAO via SWATOW and AMOY.

SOSHI MARU... Thursday, 22nd April.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.

For sailing dates and further particulars please apply to—

Y. YABUTA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

THE CHINA & AUSTRALIA S.S. CO.

For MELBOURNE & SYDNEY, via MANILA.

SANDAKAN & QUEENSLAND PORTS

"HWAH PING" Sailing on or about 17th April.

"VICTORIA" Sailing on or about 24th May.

(Calling at Port Darwin).

For Passage and Freight apply to—

THE CHINA & AUSTRALIA S.S. CO.

113 Dunsborough Road Central.

Agents.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

CHONGKING AND HONGKONG... April 10, at Noon.
 SHANGHAI AND HONGKONG... April 11, at 10 a.m.
 SWATOW & SINGAPORE... April 11, at 10 a.m.
 WUWU... April 11, at Noon.
 SWATOW & BANGKOK... April 11, at 10 a.m.
 MANILA, CEBU & BOHOL... April 11, at 10 a.m.
 AMOY, SHANGHAI & FUKUO... April 11, at 4 p.m.
 SHANGHAI... April 11, at 4 p.m.
 SHANGHAI AND HONGKONG... April 11, at 4 p.m.
 SHANGHAI AND HONGKONG... April 11, at 4 p.m.

SALON accommodation and ship. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Ningbo (weekly), taking cargo on through Bills of Lading to all Yantai and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusong.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

AGENTS.

Telephone No. 26.



Operating the following U.S. Shipping Board Steamers.

FOR SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"EDRIDGE" About April 14th
 "CITY OF SPokane" About April 28th
 "EDMORE" About April 30th
 "WEST HARTLAND" About May 10th
 "LOOMIS" About May 28th
 "CROSSKEYS" About June 2nd

For PORTLAND Direct.

"COCKET" About April 28th
 "WARAN" About May 18th
 "MONTAGUE" About June 10th
 "ABERDEEN" About June 30th

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE.

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S.S. "WEST WIND"

About APRIL 17th.

Via PANAMA.

S.S. "DRYDEN"

About APRIL 19th.

Via PANAMA.

S.S. "RADNOR"

About MAY 15th.

Via PANAMA.

For freight, space and particulars apply to—

THE ADMIRAL LINE.

Telephones 2477 & 2478. AGENTS. Fifth Floor, Hotel Mansions.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DUE INWARDS... ABOUT... SAILING FOR LOS ANGELES... ABOUT
 S.S. WEST HIKKA... April 14... S.S. WEST HIKKA... April 17
 S.S. VINITA... May 16... S.S. VINITA... May 17
 S.S. WEST NIVARIA... June 15... S.S. WEST NIVARIA... June 17
 S.S. WEST MONTOP... July 15... S.S. WEST MONTOP... July 17

Through Bills of Lading to all U.S. and Canadian overland points; no transshipment en route.

Ships connect with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICE: LOS ANGELES, CALIF.

BRANCH OFFICES: KOFU, SHANGHAI, MANILA, SINGAPORE.

HONGKONG OFFICE: Prince's Buildings, Chater Road.

OHAS. E. RICHARDSON, General Agent for South China.

Telephone No. 1063.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LIVELY MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers... Leave Hongkong...
 "FERRIA MARU" 19th April
 "KORUM MARU" 3rd May
 "TENYO MARU" 27th May
 "SHIRAKI MARU" 13th June
 "SHINYO MARU" 17th June

From Kobe. *Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SANTIAGO, BALBOA, OLAO, ARIKA and IQUIQUE.

Thence by Trans-Pacific Route to Buenos Aires.

Steamers... Leave Hongkong...
 "KIYO MARU" 14th May
 "KIYO MARU" 11th July
 "AMYO MARU" 19th Sept.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

FREIGHT SERVICE.

Direct Freight Service to CUBA and NEW ORLEANS, via San Francisco, Balboa and the Panama Canal.

Steamers... Leave Hongkong...
 "OHYO MARU" April or May.

For all information as to rates, freight space, sailings, etc., apply to—

Y. TSUTSUMI, MANAGER, 1st Floor, Hotel Mansions.

Telephones 2477 and 2478.

SHIPPING

C. P. O. S.

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki, (Moji) Kobe & Yokohama).

STREAMERS	FROM HONGKONG	DATE
Empress of Russia	May 6	May 24
Empress of Japan	May 26	June 16
Empress of Asia	June 3	June 21
Monteagle	June 8	July 2
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 28	Aug. 16
Monteagle	Aug. 13	Sept. 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 4
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 29	Nov. 15
Empress of Japan	Nov. 9	Nov. 20

Passage Fare Hongkong to United Kingdom.

EMPEROR OF RUSSIA... Gold 8,000 Tons Reg. Gold
 16,800 Tons Reg. \$563.00 MONTAGLE... Gold
 16,800 Tons Reg. \$485.00

Fares and other information please apply to

For Fares and other information please apply to

HONGKONG OFFICE. Cable address: GACANPAC.

Telephone 712.

CANADIAN PACIFIC OCEAN SERVICES.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons). "NILE" (11,000 tons). "CHINA" (10,800 tons).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

via SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

June 2nd 1920. May 15th 1920. May 18th 1920.

AN UNRIVALLED HIGH CLASS PASSENGER SERVICE.

O. E. RITTER, Freight and Passenger Agent.

Prince's Buildings, 105 Horse Street. Tel. 1234.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHEW

AND RETURN.

(Occupying 9 to 10 Days)

DEPARTURE... CAPTAIN... SAILING...
 HONGKONG... Capt. Ed. Walker... TUESDAY, 13th April, at 1 p.m.
 (HONGKONG)... Capt. W. O. Pasmore... SUNDAY, 18th April, at 11 a.m.
 HONGKONG... Capt. A. E. Stewart... TUESDAY, 20th April, at 1 p.m.

SWATOW, AMOY.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSENGER apply to—

DOUGLAS LAFRAIR & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

FOR BOSTON & NEW YORK.

S.S. "LUCERIO" via Panama and Havana... April 20.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

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THE FUTURE OF THE FRENCH MERCHANT FLEET.

NO STATE OWNERSHIP WANTED.

SUBSIDIES UNNECESSARY.

There are many problems to be overcome in the reorganisation of the French Mercantile Marine, and most of these are indicated in a letter just received by M. M. Lacroix, president of the Senate's Financial Commission, from M. Chaumet, who is president of the Ligue Maritime Française and also of the French association of port authorities. These two organisations represent the commercial shipping interests of France.

In the course of the letter it is pointed out that the Senate is now considering a bill for the granting of 1,080,000,000 francs by the Government to reconstruct the merchant fleet. A clearly defined programme is called for at once so that shipbuilders may see how the wind is blowing, and prevent work coming to a standstill through uncertainty as to the future of their industry.

The private and State shipbuilding yards, owing to shortage of coal, steel and labour, cannot deliver orders in hand for private owners and for the State before 1922. What is the use, therefore, of voting this huge sum for new shipbuilding? Until a definite policy of the expansion of the French merchant fleet is formulated, the organisations mentioned urge the Senate to delay the voting of this large credit to shipbuilding until they have fully examined all the issues concerned.

It is agreed that the French commercial fleet must be increased without any delay. The difficulty to be overcome is how may this be brought about without loss of time. Under the present conditions, it is not possible to charge the Budget with expenses which apply only to certain sections of industry; but public interest assuredly justifies the opening of the credit asked for, and others even on a larger scale, for the purposes of building up the Merchant Fleet.

French shipowners have bought already 700,000 tons of shipping, and they have ordered in French and foreign yards 1,250,000 tons. They would have ordered very much more if the quantity of plates put at this disposal had not been limited. If only the Government would help them to procure material for construction, they would build all the ships required without any call upon the funds of the State, and they are perfectly prepared on their own initiative to face all foreign competition. If for purely national interests, the Government thinks it is indispensable to establish services which do not pay, it will be only fair to subsidise these lines according to the conditions of these subsidies must be publicly discussed.

NO NATIONALISATION!

It is noted with great satisfaction that the Government declare without any hesitation that the fleet built by the State is not to be exploited by it, in competition with others, and will be handed over to individual shipowners, but there is no getting away from the fact that the method followed is dangerous for the future of the French Mercantile Marine. The complaint is that shipowners themselves have not been consulted in the Government programme. The credit is not satisfactorily arranged, and shipowners cannot be responsible for making such highly priced and badly planned ships pay. They will refuse to manage them, and the ships will be thrown back on the hands of the Government to be run as a State fleet—one of the worst things for French shipping interests. Let the shipping men themselves produce a programme for the regeneration of the merchant fleet; and then if this fails, after a fair trial, the Government might lend its aid. If the Senate votes this credit of 1,080,000,000 francs, the money should be spent on replacing those individual ships lost during the war, and not on a haphazard building programme, which does not consider all the intricacies of size, speed, accommodation, and type, which must be considered in relation to special trades and special services if they are to be progressive and profitable.



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S. No.	Tons	From Hongkong (about)	Destination
"DILWARA"	5,400	16th April	Singapore, Colombo & Bombay.
"KRIVA"	9,000	17th April	Madras, London & A. West.
"NORA"	4,700	19th April	Madras, London & A. West.

BRITISH INDIA-APCAR SAILINGS (South)

"MADRAS"	7,000	18th April	Straits, Rangoon and Calcutta.
"GREGORY APCAR"	4,600	25th April	

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	30th April	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	19th May	

SAILINGS TO SHANGHAI & JAPAN

"ORNA"		11th April	Kobe.
"ST. ALBANS"	4,500	13th April	Kobe.
"MUTTRA"	4,700	21st April	Shanghai and Kobe.

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KATORI MARU ... Tuesday, 13th April, at 11 a.m.
SUWA MARU ... Sunday, 2nd May, at 11 a.m.
TOYOHASHI MARU (Calling Manila) ... Wednesday, 5th May, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

YOKOHAMA MARU ... Monday, 19th April, at Noon.
TAMBA MARU ... Friday, 30th April, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TOYOOKA MARU ... Middle of May.
TSUSHIMA MARU ... Middle of June.

LIVERPOOL & Marseilles via Singapore, Colombo, Suez and Port Said.

TOBA MARU ... Tuesday, 13th April.
WAKASA MARU (Calling Genoa) ... Beginning of May.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Friday, 30th April, at 11 a.m.
AKI MARU ... Wednesday, 19th May, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroto, San Francisco, Panama & Colon.

GENOA MARU ... Tuesday, 13th April.
TSUYAMA MARU ... Tuesday, 27th April.

SOUTH AMERICAN PORTS via Cape, Sanuki Maru ... Middle of May.

BOMBAY & COLOMBO via Singapore.

MEIOCHI MARU ... Monday, 13th April.
KIMI MARU ... Thursday, 22nd April.

CALCUTTA & RANGOON via Singapore & Penang.

RANGOON MARU ... Monday, 18th April.
YAMAGATA MARU ... Sunday, 2nd May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Saturday, 17th April, at 11 a.m.
TANGO MARU ... Saturday, 22nd May, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

YOSHIMI MARU ... Monday, 13th April.
TOYOOKA MARU ... Wednesday, 14th April.
SADO MARU ... Friday, 16th April, at 11 a.m.

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NIPPON YUSEN KAISHA.
S. YASUDA, Manager.

Telephone Nos. 221 & 222.

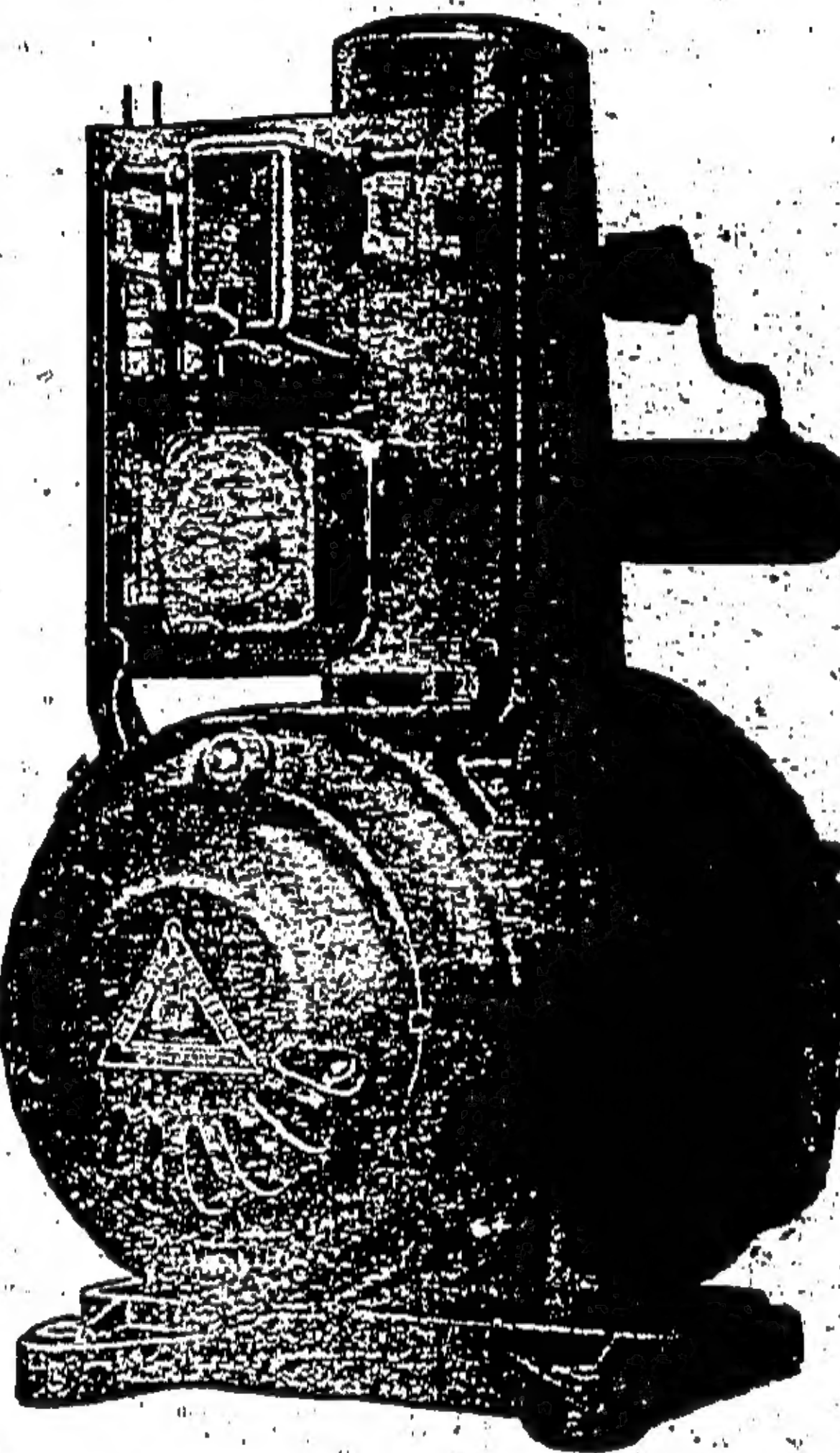
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DESTINATION	VESSEL'S NAME	FOR PERMIT (EST TO)	NO. OF DEPARTURE
San Francisco via Shanghai & Japan, &c.	Korea Maru	Tokyo, Rinsen, Sakai	On 2nd May.
San Francisco via Shanghai, Japan, &c.	Persia Maru	Tokyo, Rinsen, Sakai	On 19th April.
San Francisco via Shanghai, Japan, &c.	Vernon Maru	Tokyo, Rinsen, Sakai	On 19th April.
San Francisco via Shanghai, Japan, &c.	Columbia	Tokyo, Rinsen, Sakai	On 19th April.
San Francisco via Shanghai, Japan, &c.	Vernon Maru	Tokyo, Rinsen, Sakai	On 19th April.
San Francisco via Shanghai, Japan, &c.	China Maru	Tokyo, Rinsen, Sakai	On 19th April.
San Francisco via Shanghai, Japan, &c.	China Maru	Tokyo, Rinsen, Sakai	On 19th April.
Seattle, Tacoma, Victoria & Vancouver	Eldridge	Tokyo, Rinsen, Sakai	On 19th April.
Victoria, Vancouver, Seattle & Tacoma	Africa Maru	Tokyo, Rinsen, Sakai	On 19th April.
Victoria, R.C., & Seattle via S'hal, &c.	Katori Maru	Tokyo, Rinsen, Sakai	On 19th April.
Vancouver via Shanghai, Japan, &c.	Empress of Russia	Tokyo, Rinsen, Sakai	On 19th April.
Vancouver via Shanghai, Japan, &c.	Empress of Japan	Tokyo, Rinsen, Sakai	On 19th April.
New York via Suez	Lucifer	Tokyo, Rinsen, Sakai	On 19th April.
Australian Ports via Manila	Nikko Maru	Tokyo, Rinsen, Sakai	On 19th April.
Australian Ports via Japan	Seyo Maru	Tokyo, Rinsen, Sakai	On 19th April.
New York via Panama and Havana	Lucifer	Tokyo, Rinsen, Sakai	On 19th April.
London via Suez	Routon Castle	Tokyo, Rinsen, Sakai	On 19th April.
New York via Panama	St. Albans	Tokyo, Rinsen, Sakai	On 19th April.
Nagasaki, Kobe & Yokohama	St. Albans	Tokyo, Rinsen, Sakai	On 19th April.
Kobe	St. Albans	Tokyo, Rinsen, Sakai	On 19th April.
Shanghai	St. Albans	Tokyo, Rinsen, Sakai	On 19th April.
Amoy, Shanghai & Fuzhou	Yingchow	Tokyo, Rinsen, Sakai	On 19th April.
Calcutta via Straits & Rangoon	Rangoon Maru	Tokyo, Rinsen, Sakai	On 19th April.
Singapore, Penang & Bataavia	Yas. Waruyuk	Tokyo, Rinsen, Sakai	On 19th April.
Keelung via Swatow and Amoy	Amakusa Maru	Tokyo, Rinsen, Sakai	On 19th April.
Saigon, Bangkok & Singapore	Shinsen Maru	Tokyo, Rinsen, Sakai	On 19th April.
Swatow, Amoy & Hongkong	Murakami	Tokyo, Rinsen, Sakai	On 19th April.
London and Rotterdam	Rangoon Maru	Tokyo, Rinsen, Sakai	On 19th April.
Bombay & Colombo	Rangoon Maru	Tokyo, Rinsen, Sakai	On 19th April.
London and Antwerp	St. Albans	Tokyo, Rinsen, Sakai	On 19th April.
London via Suez, Fuzhou & Cebu	Yas. Waruyuk	Tokyo, Rinsen, Sakai	On 19th April.
Mauritius, Delagoa Bay, Durban	Yas. Waruyuk	Tokyo, Rinsen, Sakai	On 19th April.
Mauritius, London & Antwerp	Yas. Waruyuk	Tokyo, Rinsen, Sakai	On 19th April.
Takao via Swatow and Amoy	Yas. Waruyuk	Tokyo, Rinsen, Sakai	On 19th April.

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For further particulars, sailing dates, etc., apply to—
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S.S. "VENEZUELA" ... WEDNESDAY, May 19th.

S.S. "ECUADOR" ... WEDNESDAY, June 16th.

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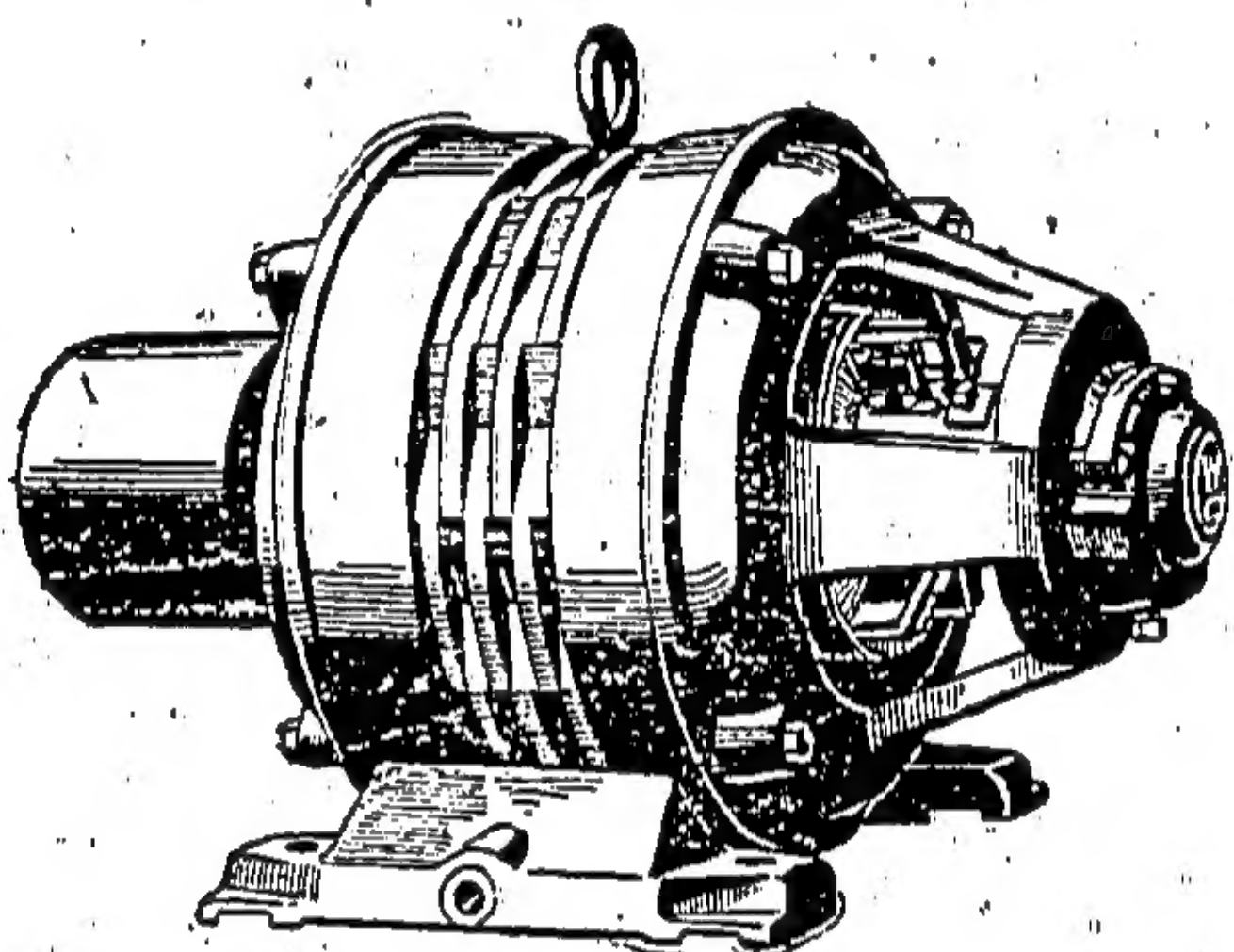
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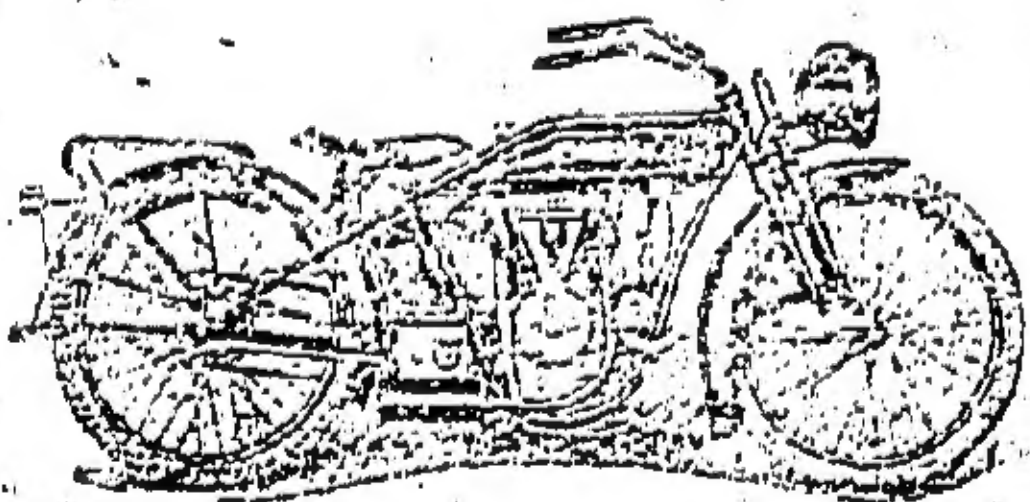
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CLOSING CRUISE.

The programme for the closing cruise to-day (Saturday) is as follows:
Officials for the Day.—Judge, Mr. D. K. Blair; Starter, Mr. W. Logan; Time-keeper, Lieut. P. B. Colthurst. Mrs. Frank Smyth has kindly consented to present the prizes at conclusion of the day's sport.

Event I.—Cruiser Class. Preparatory gun 2.05 p.m. Starting gun 2.10 p.m. English and Chinese rig (prize for 1st in each class). Course.—Start from Murray Pier. Channel Rock (S.). Distance 4½ miles.

Chinese Rig.
"Oenone" Scratch.
On course.
"Niobe" 45secs.
"Lady Jean" 1min. 30secs.
"Helen" 2min. 15secs.
"Snipe" 2min. 15secs.
"Dorothy II." 3min.

English Rig.
"La Cigale" Scratch.
"Azuma" do.
On course.
"Irene" 4min. 30secs.
"Feathers" 4min. 30secs.
"Westwind" 4min. 30secs.
"Norseman" 5min. 15secs.
"Ailsa" 5min.
"Queen Bee" 11min. 15secs.
"Mist" 11min. 15secs.

LADIES' YACHT RACES.
Handicap Class and One-Design Class and Heyward Hays and Gael Classes.—1st and 2nd prizes for each class. Course.—Kowloon Rock (S.). Channel Rock (S.). Distance 4½ miles.

Event II.—Preparatory gun 3.05 p.m. Starting gun 3.10 p.m. HEYWARD HAYS CLASS AND GAEI CLASS.

"Ursula" Scratch.
On course.
"Dawn" 1min. 25secs.
"Lola" 1min. 25secs.
"Sirius" 1min. 25secs.
"Gael" 1min. 45secs.
"Joan" 1min. 45secs.
"Thecla" 1min. 45secs.
"Toinette" 1min. 45secs.

Event III.—Start at conclusion of Cruiser event.

HANDICAP CLASS AND ONE-DESIGN CLASS.

"Dione" Scratch.
"Rohia" do.
On course.
"Jessica" 1min. 25secs.
"Dorothea" 3min. 11secs.
"Colleen" 3min. 11secs.
"Ailsa" 3min. 30secs.
"Daphne" 3min. 30secs.
"Bonita" 3min. 30secs.
"Halcyon" 3min. 30secs.

The attendance of the ladies and friends of members at the Club House from 4 p.m. to the close of the racing is specially requested.

Tea will be served on the lawn.
CHAMPIONSHIPS: SEASON 1919-1920.

Cruiser Class.—Chinese Rig: 1st, "Oenone," Hon. Dr. C. Severn, C.M.G., LL.D. (sailed by Mr. A. Denison); 2nd, "Niobe," Mr. A. R. Lowe. English Rig: 1st, "Azuma," Mr. P. M. Hodgson; 2nd, "Irene," Mr. R. Sutherland (sailed by Capt. T. Arthur).
Handicap Class.—1st, "Dorothea," Mr. Geo. Hogg (sailed by Mr. R. E. MacDougall); 2nd, "Rohia," Mr. N. Croucher.
One-Design Class.—1st, "Ailsa," Mr. R. D. Cromarty; 2nd, "Daphne," Mr. V. G. Smyth.
Heyward Hays Class.—1st, "Ursula," Mr. H. S. Rouse; 2nd, "Dawn," Mr. J. Finch.
Gael Class.—1st, "Joan," Mr. P. M. Hodgson; 2nd, "Toinette," Lieut. P. B. Colthurst.

OTHER PRIZES.

Oenone Cup (presented by Hon. Dr. C. Severn, C.M.G., LL.D.).
"Niobe," Mr. A. R. Lowe.
Azuma Cup (presented by Mr. P. M. Hodgson).
Westwind, Mr. G. G. Wood.

Dorothea Cup (presented by Mr. Geo. Hogg).
Dione, Capt. T. Arthur.
Ailsa Cup (presented by Mr. R. D. Cromarty).
Daphne, Mr. V. G. Smyth.

Ursula Cup (presented by Mr. H. S. Rouse).
Sirius, Mr. H. E. Seriven.

Joan Cup (presented by Mr. P. M. Hodgson).
Gael, Mr. R. J. Dixon.

Commodore's Cup, Racing Yachts (presented by Mr. Frank Smyth).
Dione, Capt. T. Arthur; Gael, Mr. R. J. Dixon.

Commodore's Cup, Cruisers (presented by Mr. Frank Smyth).
"Niobe," Mr. A. R. Lowe (sailed by Mr. D. K. Blair); "Norseman," Mr. E. M. Sleigh.

Vice-Commodore's Cup, Racing Yachts (presented by Mr. A. R. Lowe).
Ailsa, Mr. R. D. Cromarty; "Ursula," Mr. H. S. Rouse.

CHEMICAL MARKET.

The report of Sir S. W. Roys & Co., Ltd., of Manchester, on Feb. 27, says: The steady demand experienced during last month has continued throughout February and many enquiries have had to remain unsatisfied through inadequate supplies of goods. Prices on the whole are again higher and manufacturers are acting with caution in regard to their commitments. There has been a fair amount of business passing in sulphate of copper both for home and export account, but price is unchanged though still below cost of production. Green copper continues in good request for export, but trade is restricted owing to difficulty of securing packages. Acetates of lime are scarce. Acetate of soda is dearer and makers well sold ahead, whilst stocks of acetic acid are small. Lead is higher, litharge has advanced further £3-10/- per ton, and acetates of lead and nitrate of lead have also risen in price. Carbonate of potash is in good request and is firmly held. Montreal potashes are unchanged. There has been a good demand for white powdered arsenic and any offerings have been quickly taken up. Good business has been done in yellow prussiate of potash and soda and very little is available for near delivery. Tartaric acid and citric acid are again higher and the heavy demand continues for both home and export account. Cream of tartar is firmer with the higher prices ruling for raw material. Bichromates of potash and soda are in strong request and stocks nil. Makers of oxalic acid are unable to meet requirements and resale parcels command full figures. Borax and boric acid continue in demand. Phosphate of soda is again dearer and good business doing for forward delivery. The export enquiry for muriate of ammonia and lump salamonic is brisk. Caustic soda and ammonia alkali have been in heavy request and little offering. Bleaching powder also has been in short supply. Tar products generally maintain their firm position but business for forward delivery is somewhat restricted owing to makers' disinclination to sell. Benzoles are very firm, prices having recently been advanced fourpence per gallon. A fair amount of business is passing in toluoles. Solvent naphtha is firmer in tone and some good business has been done for July-December at higher values. Crocoite has a good enquiry and has advanced again in price. Crude carbolic acid is firm and a moderate business has been done, but the output is not sufficient to meet the demand. Supplies of liquid and crystal carbolic are small. Pitch is a good market and prices are much higher. Makers are not inclined to sell forward and consequently very little business has been done for next season. Sulphate of ammonia has a big enquiry and a fair business has been done at present values.

Sundries.—American pearl starch for forward shipment has been receiving more attention and price rules firm. Farina and dextrine also continue to be steadily called for. Barytes has been selling freely, especially the better qualities. American turpentine is again dearer. Castor oil has been advanced £15 per ton and is in good request. Imported green olive oil soap is well enquired for and prices have again risen owing to exchange and increased costs of production.

Vice-Commodore's Cup, Cruisers (presented by Mr. A. R. Lowe).
"Lady Jean," Mr. Frank Smyth; "Azuma," Mr. P. M. Hodgson.

Preliminary Race, Cruisers (Chinese Rig and English Rig) (presented by Hon. Dr. C. Severn, C.M.G., LL.D.).
"Niobe," Mr. A. R. Lowe (sailed by Mr. D. K. Blair); "Azuma," Mr. P. M. Hodgson.

Departure Cups, Cruisers (Chinese Rig and English Rig) (presented by Hon. Dr. C. Severn, C.M.G., LL.D.).
"Niobe," Mr. A. R. Lowe; "Irene," Mr. R. Sutherland (sailed by Capt. T. Arthur).

"Nil Desperandum" Cup, Racing Yachts (presented by Mrs. D. K. Blair).
"Halcyon," Mr. A. R. Lowe (sailed by Mr. R. E. MacDougall).

"Nil Desperandum" Cup, Cruisers (presented by Mr. D. K. Blair).
"Feathers," Mr. R. E. Bellios (sailed by Mr. W. Logan).

BOWEL COMPLAINT IN CHILDREN.

DURING the summer months children are subject to disorders of the bowels and should receive the most careful attention. As soon as any unnatural looseness of the bowels is noticed Chamberlain's Colic and Diarrhoea Remedy should be given. For sale by all Chemists and Storekeepers.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL.

HONGKONG APRIL 11TH 1920.

1st SUNDAY AFTER EASTER.

Holy Communion at 7.30 a.m.
Service Hymns: Matins (11 a.m.).
Responses: Festal: Venite: Psalms: 8 (Hiphine), 87 (Hiphine); 72 Psalm: Woodward; Smart: Tuba: Benedictus: Hymns: 126 (Part 2, T. 4) 140.
Liturgy (11 noon).
Evensong (8 p.m.).
Responses: Festal: Psalms: 103 (Ouseley); Magnificat: Macfarren; Nunc Dimittis: Wesley; Anthem: "Love, and the world"; Sullivan.
Hymns: 91, 135.
Benediction: Amen.
Voluntary: Offertoire, B. Biste.

Union Church, Kennedy Road.

Sunday Services, April 11th.

Morning Service, 11 a.m.
Hymns: 368, 634, 83, 324.
Psalm: 91.
Evening Service, 6 p.m.
Hymns: 10, 159, 111, 324.
Preacher: Rev. J. Kirk Macdonald.

St. Andrew's Church, Kowloon.

11TH APRIL 1920.—1ST SUNDAY AFTER EASTER.

Morning Prayer 11 a.m.
Holy Communion.
Hymns: 5; Tune: 4 & 4; Modern: Venite, Elroy; Psalm: 8; Hiphine; 44; Macfarren; 164; Grant; 164; Jubilate Deo, Ouseley; Hymns: 160 and 43.
Evening Prayer 6 p.m.
Hymns: 103; Smart; Magnificat, Barby; Nunc Dimittis, Foster; Hymns: 167; Hymn: 30; Tune: 125; A. & Modern: Vesper in "F".
Choir Practice Tuesday and Friday, at 8 p.m. sharp.

St. Peter's Church, West Point.

Low Sunday, April 11th.
8 a.m.—Easter Communion.
11 a.m.—Song: Eucharist.
Preceded by Matins.
Preacher: Rev. A. J. S. Stearn, M.A.

Peak Church.

8.15 a.m.—Holy Communion.
6.30 Evening Service.

First Church of Christ Scientist, MacDonnell Road.

Sundays, 11.15 a.m.
Wednesdays, 8.30 p.m.

Wesleyan Methodist Church, Wanchai.

SUNDAY 11TH APRIL 1920.

Morning Service 10.15 a.m.
Preacher: Rev. C. O. Morris.
Evening Service, 6 p.m.
Preacher: Rev. C. O. Morris.

Soldiers' and Sailors' Home, Arsenal Street.

Sunday Evening, Gospel Meeting, 8 p.m.

Roman Catholic Cathedral, Gloucester.

Mass at 6, 7 and 9.30 a.m.
High Mass at 8 a.m.
8.30 p.m.—Benediction of the Blessed Sacrament.

St. Joseph's Church, Garden Road.

Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

HIMMEL'S CURE for ASTHMA.

Over 30 years ago the late Lord Macdonnell (brother of the late Lord Curzon) received from HIMMEL'S CURE, and every patient who has tried it, similar relief to-day.

MADE FOR 15 YEARS. Sold in use by all Chemists and Storekeepers throughout the Country. Beware of Imitations.

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A PARENT'S DUTY. YOUR boy is always getting scratched or cut or bruised. Because these wounds have healed all right is no sign they always will. Get a bottle of Chamberlain's Pain Balm and see that every injury is cared for immediately. You can get nothing better, and blood poisons is too dangerous a disease to risk. For sale by all Chemists and Storekeepers.

NOTICES.

DAIRY FARM NEWS.

COLD STORAGE

Store your Winter clothes, furs, rugs, carpets &c., in our cold stores. The only safe method

of keeping them during the Summer months.

For full particulars apply to the Secretary.

The Dairy Farm, Ice & Cold Storage Co. Ltd.

PROTECT YOUR EYES

FROM SUN DUST CHLORINE AND WIND WILLSON GOGGLES ARE COMFORTABLE AND BECOMING. For LADIES and GENTLEMEN

Z. 56. Neat Celluloid Rims. Oval shape glasses. \$1.00 pair.
Z. 55. Celluloid Rims, Nickel Frame. A nice fitting goggle. \$1.00 pair.

Z. 51. Celluloid Rims Nickel ear loops. Suitable for Ladies. \$1.00 pair.
K. 9. Celluloid Rims and Frame. A nice fitting glass. \$1.00 pair.

K. 1. Celluloid frame and leather side shields. Usual for Motoring. \$1.50 pair.
K. 7. Light Celluloid frame and rims. Very suitable for ladies. \$1.00 pair.

Z. 1. Celluloid frame with leather side shields. Ideal for Motoring. \$1.50 pair.
Z. 3. Celluloid frame and rims good shape glasses. Fit well. \$1.00 pair.

L. 50. A close fitting goggle with leather side shields. tape centre. \$1.50 pair.
488. Good nickel frame. Goggles side shields. A good serviceable glass. Cts. 75 pair.

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